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Adequate safety precautions? As seen at Cadwell last Sunday.



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AUTOSPORT, SEPTEMBER 13, 1973

EDITORIAL

Jackie Stewart drove one of the finest races of his F1 career at Monza in the Italian Grand Prix last Sunday to finish in fourth place; the three points gained for the placing clinched his World Championship title for a third time. Stewart's incredible drive on Sunday took him from nineteenth to fourth after an early pit stop and saw the lap record smashed time and time again and convinced those that did not already believe it, that he is undoubtedly the best driver in the world at the moment and a most worthy champion.

Whether he retires or not at the end of this season, his record in the nine years in which he has been in Formula One is one of the most outstanding of all time. He has competed in 98 Grands Prix, won an all time record 27 times and won no less than three world championships, a total only exceeded by Fangio. In his previous years as champion he has done a great deal for motor racing, not only in promoting the sport world wide but in helping to make it safer. In both spheres there is still a long way to go and recent tragedies have perhaps given the sport a setback. It is fortunate that such a character as Stewart is again the focus of attention as he more than any of the other drivers who were in contention for the title, can right the wrong and further forward development. If he does decide to retire now it is to be hoped that he will make an even greater effort off the circuit as the title holder next year.

As well as congratulating Stewart bouquets must also go to Ken Tyrrell and his team, and of course to Cosworth. Tyrrell has been responsible for all of Stewart's championships, first with the Matra in 1969 and then with cars he has constructed himself in 1971 and again this season. In just three full seasons as a constructor in his own right he has two world championships and one manufacturers' title to his credit. This year's manufacturers' title is still undecided but Tyrrell is currently leading it.

Cosworth and Ford add another championship to their unique list. With money provided by Ford, Keith Duckworth developed the Cosworth V8 which made its first appearance in the middle of 1967. Due to the late start it didn't power the world champion that year but since that year it has enabled four drivers to win six championships. Last Sunday was the engine's sixty-fourth win in 81 starts and this year in 13 Grands Prix, it has never failed to propel the first three cars home—a magnificent achievement.

Grand Prix racing has been good this year in that it has been more closely fought than for a very long time. Generally there has been little to choose between drivers and cars and engines, but the fact that the championship has gone to Stewart, Tyrrell and Ford yet again is just reward for their combined brilliance which added together probably makes them the most powerful F1 combination ever known. Let's hope that we shall have the opportunity of seeing all three in action together again next year.

OUR COVER PICTURE

Jackie Stewart leads Denny Hulme at Monza last Sunday when Stewart finished a storming fourth and clinched his third world championship. Pete Lyons' report starts on page 8.

Photo: Phipps Photographic

V12 Hesketh F1



Lord Hesketh—"strict budget."

Alexander, 3rd Baron Hesketh, has a fine sense of timing. At Monza on Saturday, the day after James Hunt had damaged the Hesketh March during practice, His Lordship announced that his Formula 1 team would not only be building its own Formula 1 chassis for 1974, but that Aubrey Woods is hard at work on a 3-litre Hesketh V12 to power it, at least in the later part of the season.

"We had to send the March back to England to make sure it was repaired for Canada in two weeks' time," he said. "so I thought it was time to make our plans known, especially as we haven't been in the headlines for three weeks."

The Hesketh-powered Hesketh will undoubtedly capture some headlines, and its owner sees it all as a very serious project. Hunt's excellent first-season GP placings have been responsible for the decision, says Hesketh. "If our best result this year had been something like a seventh or an eighth, then I would have ordered another car for 1974. But James has shown that he's got the capability to win Grands Prix, and to win I feel that you've got to build your own cars, unless of course you can buy something like a Tyrrell or a McLaren or a JPS. That's not possible, so building a car was our only alternative."

Designer of the chassis will be Harvey Postlethwaite (27), the ex-March race technician who has been instrumental in making the Hesketh March such a formidable car in the past few GPs. Postlethwaite's new design will be adaptable for either a conventional Cosworth DFV power unit or the Hesketh V12.

Engine-man Aubrey Woods (45), ex-Weslake, ex-BRM and latterly employed with the abortive Amon F2 and MacNally F1 projects, has already started work. The Hesketh

V12, though slightly longer (but lighter) than a DFV, will slot straight into the V8's engine bay.



Aubrey Woods—engine man.

Chassis work will be undertaken on the Hesketh estate at Towcester, but the engine will be built separately. As Hesketh says, "that will prevent a loss of production time, because the workshop staff won't be able to slope off to the engine shop and listen to the lovely V12 noises on the brake."

The object is to be fully competitive. "There's no point in playing amateur heroes on the back row of the grid, and we don't—and won't—carry any sponsorship, so prize money is very important to us. We're running on DFVs to start the year, and we may well finish it that way. After all, the V12 might turn out to be a museum piece, and I am prepared for that possibility."

Two cars are to be built, and James Hunt will be the team's sole driver. The team will have a strict budget ("If we didn't, then no doubt we'd be up in front of the Official Receiver by early next year"), and Hesketh feels that his exciting new car on the grids will attract the crowds.

"We're in this game just as much to entertain as we are to race, and too many people forget that it's the spectators—who often put up with appalling facilities—who make it all possible. We've got Formula Ford at the bottom of the scale and Formula Ford in Grands Prix, so our intention is to create a new shape and a new sound... and to win races."

Harvey Postlethwaite—designer.



Plans for 1974 L&M US F5000

The Sports Car Club of America has released the dates of the 1974 Formula 5000 rounds which may or may not be sponsored by L&M. All races are of full International status and as only two of the 10 clash with World Championship rounds support from Formula 1 drivers is expected. Also, three rounds are being run with CanAm. The dates are: April 21, Riverside; April 28, Laguna Seca (clash with Spanish GP); May 5, Michigan; May 19, Seattle; June 2, Mid-Ohio; June 9, Watkins Glen (clash with Swedish GP); June 16, Mosport; June 20, Sears Point; August 25, Road America; September 2, Pocono.

Apparently the deal between the SCCA and L&M is all but concluded; all that is required is the final OK by L&M's top brass. However, American newspaper reports have suggested that L&M have not been satisfied with crowd attendances—7000 was quoted for Pocono—and may pull out. The deal was almost off for this year when the SCCA were late in announcing the F5000 fixture list.

As in Europe and Down-Under, the American Formula 5000 people have formed an association. It is headed by Carl Hogan, Carl Haas and Joan Clayton of the Eppie Wietzes team. Next year's American Formula 5000 rules will be those formulated by the FIA, as in Europe and presumably in Austria and New Zealand for the Tasman Championship.

The SCCA are said to have negotiated for two F5000 races in Brazil in November this year, each with a purse of \$75,000 (about £30,000).

Robin Herd talks to latest Japanese driver in Europe, Motohara Kurokawa (right), at the Norisring last weekend. Kurokawa hired a March-BMW and will probably keep it for the rest of the year. F1 next year? Don't discount it.



Modsports men meet

At Brands Hatch last Sunday, John Quick of the BARC called a meeting of all modsports drivers after several had voiced their disapproval at proposed regulation changes for next season.

The BARC recommended certain changes in the regs after several un-named competitors had earlier this year written to Quick's modsports register. With the regulations as they are at the moment, scrutineers are finding it increasingly difficult to check the legality of cars.

Now entrants and drivers want at least one year's advance warning before implementing any changes. To this effect one competitor from each class will be nominated to look into their own class situation, and a meeting of all participants in modsports racing will be arranged to sort out the regulations which it is hoped would be put into force in 1975.

Depailler's US Tyrrell

Ken Tyrrell confirmed at Monza that Patrick Depailler will have his first F1 race of the year in the Canadian GP where Elf Tyrrell will field three cars. Depailler did of course have two F1 outings last year in the French and American GPs with the Tyrrell team and impressed on both occasions. This year he has been confined to John Coombs' Elf F2 team where he has always been amongst the leading runners at all times although has still to win an F2 event. He has been unable to do any F1 as the Tyrrell team wanted to make sure of winning the world championship before taking on an extra driver. Incidentally as stated elsewhere in P&P, Elf have confirmed their support for the Tyrrell team next season.

CSI plan changes for most formulas

The CSI had a major meeting in Milan during the period September 3 to September 7 and a number of important decisions were taken most of which will not be implemented until 1974 or 1976.

The first conclusion was that the new F3 (the 2-litre F3 starting next year) will be valid at least until 1976.

The present 2-litre F2 formula will continue until December 31, 1977 and it will be possible to widen the bodywork up to 130 cms to include, as from January 1974, the crushable structures which do not in fact become compulsory until January 1975. From that date also the minimum weight will be brought up to 500 kgs for safety reasons.

The present F1 will remain valid until December 1975 as will G5. Until December 1975 G6 will remain in its current form, ie, 3-litre prototypes. After that date a merger of G5 and G7 is envisaged.

The present Appendix J remains valid until December 31, 1975. From that date a new Appendix J, already under preparation, will be introduced and will include a new definition of production cars, sports cars and racing car groups. All technical details will be issued at the end of 1973.

The CSI will study a new Formula 1 together with the interested parties on the basis: 1, single seaters; 2, increased minimum weight; 3, tyre limitation; 4, no aerofoils; 5, no four wheel drive; 6, air intake restriction for controlling the power; 7, commercial fuel.

Following the disc jockey race at Brands Hatch last Sunday, Radio One team captain Dave Lee Travis handed over his responsibilities to easy race winner Noel Edmonds.

The special saloon car race at Snetterton on October 7 will now be a round of the MCD championship. Interested parties should contact Margaret Powney, Saville House, 14 St Mary's Square, Newmarket, Suffolk for regulations.

There was a running race held at Monza after practice last Saturday for any racing personnel who wanted to enter. With over £1000 prize money at stake the entry was not surprisingly good. Winner of most of the money was Frank Williams (right) who came first. James Hunt was second and Jackie Stewart sixth.

Although the current 3-litre regulations have only been confirmed until the end of 1975 it seems unlikely that as discussions have not yet begun, that a new formula could be dreamt up to give everyone enough time to prepare, much before 1977 or later. Anyway nobody among those involved at the moment seem to want a change.

In order to try to attract more entries to the European GT championship, it has been decided that the minimum production figure of 500 could be manufactured in 24 consecutive months instead of the current 12. Also a new classification for the GT championship will be instituted as from January 1, 1974. The classes will be 1000 to 1600 cc, 1601 to 3000 cc and over 3000 cc.

The conclusions carried out by the CSI further to the accident which occurred at the Dutch GP indicate a total lack of efficiency of the safety services, worsened by lack of communications. The CSI is at present studying the possibility of training marshals on an international basis. For the 1973 season, the safety conditions of the GPs following the Dutch GP accident have been improved by the adoption of new appropriate safety vehicles intended for quick intervention in the case of an accident.

A meeting will be convened in London on September 13 to study the long-term safety measures. Another meeting is planned between the tyre manufacturers, the single seater manufacturers, the drivers and the CSI to determine the measures to be taken

to reduce cornering speed.

During the autumn, the CSI will meet with the representatives of the press, car manufacturers and drivers to settle the problems of pit access for next season.

For safety reasons, and after inspections carried out by CSI representatives, the following decisions have been taken concerning the following circuits:

Jarama: all international events cancelled for 1973.

Montlhery: all international events cancelled for 1973 and 1974 including the Paris 1000 kms.

Croix en Ternois (Arras): No F1 and F2. No G5, G6 or G7 over 2 litres.

Spa: No F1 or F2.

If the Buenos Aires G5 sports car championship race scheduled for October 21 is cancelled which looks highly likely, no additional race will be added to the calendar. There was a possibility that the race might be transferred to Brazil.

Finally the CSI ratified the dates of F1 and G5 championship events for next year. There are a number of changes from the list we published two months ago and that should now be disregarded.

F1 dates: Argentina, January 20; Brazil, January 27; South Africa, March 3; Spain, April 10; Belgium, May 12; Monaco, May 26; Sweden, June 9; Holland, June 23; France, July 7; England, July 21; Germany, August 4; Austria, August 18; Italy, September 8; Canada, September 22; USA, October 6.

G5 dates: Daytona, February 3; Road Atlanta, April 7; Monza, April 25; Belgium, May 3; Nurburgring, May 12; India, June 2; Le Mans, June 26; Austria, June 30; Watkins Glen, July 14; Paul Ricard, August 18; Houston, August 25; Brands Hatch, September 29; Buenos Aires, October 20.

● John Pearson, currently one of the top modsports drivers in the country with his ultra quick Jaguar XK120 was seen behind the wheel of a new car at Brands Hatch last Sunday. He was driving the ex-Brodie Elan which now belongs to Victor Ransbrook Motors and which he hopes to be driving for the remainder of the season. Things didn't go too well on his debut as the engine went right off song and he finished well down the field.

Rothmans continue

At the GEC Stafford MC Rothmans F5000 forum on Monday night, Richard Butler of Rothmans announced that his company would continue to sponsor the European Formula 5000 Championship at least until the end of 1974. Butler said that Formula 5000 promotes the image of Rothmans well.

Other interesting items from the forum included the fact that Jackie Epstein intends to Lolas again next year; John Webb envisaged sufficient entries in F5000 for two heats and a final on some of the shorter circuits; and Grahame White said that a complete new 2 litre Chevron sports car—the B26—will appear shortly.

Tauranac's new Trojan

Ex-Brabham bossman Ron Tauranac was at Monza looking over Frank Williams' Iso Marlboro cars on a "guest" basis. Tauranac, who is a consultant designer with Trojan at present, has helped out Williams on previous occasions, but his presence in Italy inevitably leads to speculation that he might be joining Frank for future projects.

Tauranac says that exciting things are happening at Trojan. "I'm just putting the finishing touches to the new F5000," he said, "and with the crush structures which are required for next year's cars Trojan have the basis for building their own F1. Obviously it would need a big outside sponsor to make it all happen, but the car is virtually the same as the one which I designed for myself last year."

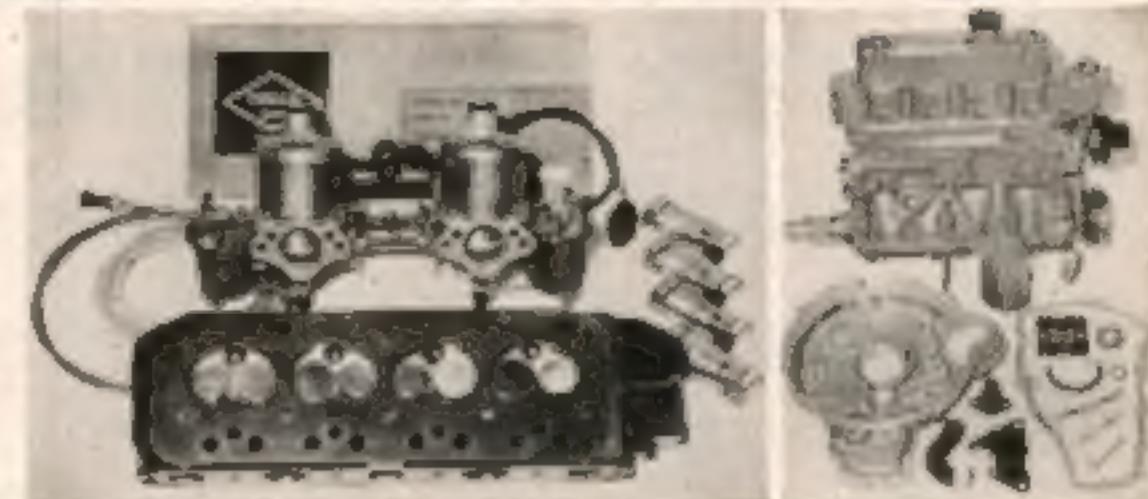
Another F5000 manufacturer with a potential F1 on his hands is Eric Broadley of Lola. The "crush-structure" version of the successful Lola T330 is known to be almost ready, and a strong rumour suggests that Graham Hill will be running two Ford-powered F1 Lolas in Embassy colours next year.

Rajah's win

Soony Rajah won the Selangor GP last Sunday driving his Rothmans March 73B. He won the 120 mile race in 1 h 9 m 46.7 s beating Graeme Lawrence's Surtees TS15 by 3.5 s. Rajah, who was competing in Formula Atlantic early this year before lack of finance forced him to go home early, hopes that by winning the lucrative events in Malaysia this winter he will be able to raise enough money to return to Europe for a season of F2 in 1974.



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Monza F1 rumours

Amidst wide and sometimes far-fetched speculation in the Italian press top teams and drivers at Monza remained tight-lipped about who drives for whom, and with what sponsorship, in next year's Grands Prix.

Much of the speculation centered on Jackie Stewart, who was expected to make an announcement after the race. When Stewart turned up, it became apparent that the meeting had been arranged by the organisers, and that Jackie would say nothing other than to promise a definite decision soon after the final race of the season takes place at Watkins Glen in October.

In Stewart's present team, Elf-Tyrrell, two things are settled. Elf announced that they will be staying with the British team for three more years, a decision which was reached at Monaco, and François Cevert will be one of the drivers for the fourth consecutive year. The choice of another driver, according to Elf, is Ken Tyrrell's own responsibility, "but we are sure that we will not be disappointed by whatever arrangement he makes," Tyrrell said at Monza that a third car would be run in Canada and America for Elf protégé Patrick Depailler.

Emerson Fittipaldi has definitely not yet made up his mind about his 1974 team, although it is unlikely that he is considering switching to Tyrrell since he personally believes that Stewart will carry on racing next year.

"The present situation for me is very good," says Fittipaldi, "because I have three very good options. There is no financial difference between them, including the possibility of staying with Colin Chapman." The other two options are strongly tipped as Brabham (with massive Marlboro backing) and McLaren (possibly with Texaco support). Both mooted sponsorships could

well depend on Emerson's signature.

But whichever he chooses, Fittipaldi adds, "it will be the team where I can get the best results. The financial situation will not change anything." Perhaps Sunday's result helped him make up his mind.

Of the confirmed contracts, only those of Ronnie Peterson with John Player/Lotus and James Hunt with Hesketh seem firm. With Clay Regazzoni apparently bickering over the £6000 difference between what he wants from Ferrari and the sum which the Commandante is prepared to pay, the Italian team is said to be courting both Niki Lauda (supposedly a BRM driver for three more years) and Jean-Pierre Jarier.

Denying Italian reports that Jarier had signed a full F1 contract with Ferrari, March director Max Mosley said "He can't sign because he's contracted to us. Anyway, I know he hasn't, although we have given him permission to talk with Ferrari about driving sports cars if we don't need him for F2 next year."

It seems that Denny Hulme will continue with Yardley and McLaren, though Peter Revson is reported to have had an attractive offer to switch to Dan Gurney's new Formula 1 Eagle team. Carlos Pace, in spite of his continuing Surtees contract, was seen being entertained by UOP, whose Can-Am car he drove last year.

Probably the most interesting question is Jacky Ickx's choice of team for 1974. In the event of Stewart retiring, Ickx would be an obvious bet at Tyrrell (Ken gave him his first big chance in 1966). Although the revised Ferrari B3 showed reasonable form at Monza, Ickx's race was very much on a "guest" basis, and it is unlikely that he will be tempted back to the Italian camp.

Personalised overalls were worn by many of the disc jockeys at Brands last week. Left to right they are Steve Jones, Tony Blackburn and Emperor Rosko with the bearded Noel Edmonds in between wearing the real thing—he won.



International circuit owners criticise F1

The Association Internationale des Circuits Permanents, a body consisting of all of Europe's major circuit operators issued a press release at Monza last week saying basically that the cause of accidents at circuits lies not with them but with the constructors.

They brought up all the usual arguments about tyre restrictions and so accused the constructors of making the sport dangerous by not listening to the CSI and their recommendations.

The circuit owners, who as far as we can gather, contain no constructors or any one involved in building cars among their number, still forward their plans for safer cars. They want tyre restrictions, wing restrictions, engine restrictions, all enveloping protection cages, an increase in roll over bar height, more efficient oil catch tanks and an increase in the minimum weight limit.

The AICP have presented these proposals to the CSI as their cure for accidents in F1. This is of course rather disturbing. None of these people seem to have a clue about racing cars but instead of accepting their own deficiencies they are trying to pass the buck. We hope the CSI send their recommendations back and tell them to get on with their own job—making their circuits safer.

Ratcliffe and Goodliffe reform

Harry Ratcliffe and Jeff Goodliffe, the Lancashire tuning and development specialists, who started as BRT Developments, then became BVRT and helped win the European Touring Car Championship for BMC, are branching out on their own again. Their new company is GRV Developments Ltd and will be based at their former premises in Fletchers Road, Smithy Bridge, Littleborough, Tel: Littleborough 77410. The company will specialise in tuning and conversions and will carry out research into pollution control.

Harry and Jeff are being joined by Joe Varley who has been with Autovita Developments Ltd as an engineer. In a statement, they say they have parted on amicable terms with Autovita Developments Ltd who are preparing to mass produce a range of power boats. GRV Developments Ltd will continue to be associated with developing and testing engines for Autovita, but, as a separate company, they will be able to devote more time to individual customers.

On the competition side GRV Developments Ltd, who start with a staff of 11, will sponsor Steve Chouleron in his March in Formula Atlantic next year and the company is looking closely at next year's Group 1 saloon scene. It is not beyond the realms of possibility that both Harry, renowned for Mini exploits and Jeff, former BARC Hill Climb Champion three years in succession, will return from retirement.

Close F5000 championship

With four rounds still left, the Rothmans European Formula 5000 Championship is still wide open although two of the leading contenders will be missing a round. These are Peter Gethin who will not be at the next round at Jyllandsring and Brett Lunger who will miss the Zandvoort race as he will be competing in the final round of the much more lucrative L&M series in the States. Teddy Pilette—the current championship leader—will be at

all the rounds however and at the moment he has just seven points in hand over Tony Dean with Brett Lunger five behind Dean. But with double points at the final round, the next four placemen—Steve Thompson, Tom Belso, Peter Gethin and Keith Holland—still have a strong chance of claiming the title. At the moment the points go from Pilette on 103 to seventh man Holland on 54.

Mazda prepare for racing

Mazda have recently been evaluating a car for a serious attack on G1 next year. Drivers of the rotary engined Mazda RX-3 at the test days have been Keith Holland and Tom Belso. Nothing has been finally decided about a works blessed entry next year as they (along with everyone else involved in G1) await the new regulations for 1974 which are due out this week. However the initial tests have proved very encouraging and

Mazda Imports (GB) are most certainly interested in supporting the venture. They stress that the cars will not be official works entries; a spokesman for the company said "we intend to foster a close relationship with the driver we select."

One interesting factor in their decision whether to contest the G1 championships will be the way the RAC interpret the limited tuning regulations of a piston engine to a rotary engine.

All your weekend sport

CASTLE COMBE

This Saturday's Daily Mirror Historic meeting of the AMOC has produced a superb entry for the meeting's first time at the Castle Combe circuit. There are eight full races for all kinds of historic and vintage cars, including a round in the exotic Cussons Classic GT Championship, an Aston v Jaguar challenge, an Aston Martin-sponsored historic sports car race and the Daily Mirror historic single seater race. There are many notable entries, among them being Mike Salmon's Aston Project 212, Anthony Hutton's Mirage GT40 and McLaren MIA/B, Philip Dowell's Ferrari 250 LM, Charles Lucas and Colin Crabbe in Birdcage Maseratis, Bob Owen's Maserati T151, Martin Morris and Peter van Rossem in Jaguar Ds, Brian Joscelyne's Aston DBR1, John Roberts' Lotus 16, Richard Bond and John Harper in Lister Jaguars, Hon Patrick Lindsay, Peter Waller and John Venables-Llewellyn in ERA, Richard Pilkington's Talbot Lago, Alain de Cadenet's Bentley 4½ Blower, Charles Nicholson's Cunningham CR2, Tony Brown and Lord Cross in Cobras, various GT40s and much more exciting machinery.

After morning practice, the first race starts at 2 pm. Admission for what promises to be an excellent day's sport is just 70p.

THRUXTON

Another large meeting in the West Country this weekend is at Thruxton where the BARC have gathered a vast entry for their eight race championship meeting. Star attraction is a Forward Trust Formula 3 round which includes Ian Taylor, Tony Brise, Masami Kuwashima, Mike Wills, Mo Harness, Richard Roberts, Russell Wood, Buzz Buzaglo, Leonel Friedrich, Brian Henton, Alan Jones and Matt Spitzley—it should make for an exciting 15 lap main attraction.

Saloon cars are well represented by two races each for Britax production saloons and

Forward Trust special saloons. The Britax entries include the Camaros of Richard Lloyd, John Olding, Terry Halls, Les Leaton and Robin Poulton, the BMWs of Tony Lanfranchi, Donald Macleod and Roger Bell, Gordon Spice's Capri, Stuart McCrudden's Cortina 2000GT, Bernard Unett's Hunter, Tim Stock and Denis Thorne in Firenzas, the Escort Sports of John Lyon and Ivan Dutton and Les Nash's Marina. The special saloon races are equally well supported with the quick Escorts of Brian Cutting and John Turner, Mick Hill's Boss Capri, Tony Strawson's Boss Capri, Tony Hazelwood's big Daf and Gerry Marshall's Firenza entered for the big capacity race and Payne's Imp heads the smaller one.

An interesting race is the Spreckley thoroughbred production sports round which includes Hutton, Harper and Pearson in Jaguar XKs, Woodcock's TR and Bowler's Frazer Nash. Two other single seater races are included too, those being rounds in the Wella FF (Wentz, Manning, Fox and Harrington heading the entry) and the Silver Cup Super Vee (headed by Litchfield and Morrison) championships.

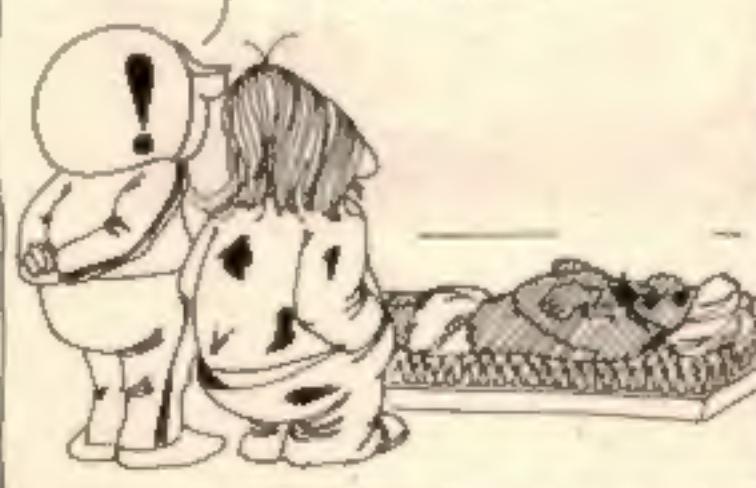
Sunday's championship meeting at Thruxton promises to be one of best seen at the Hampshire circuit this year with eight championship races. After morning practice, the first race starts at 2.30 pm.

INGLIS顿

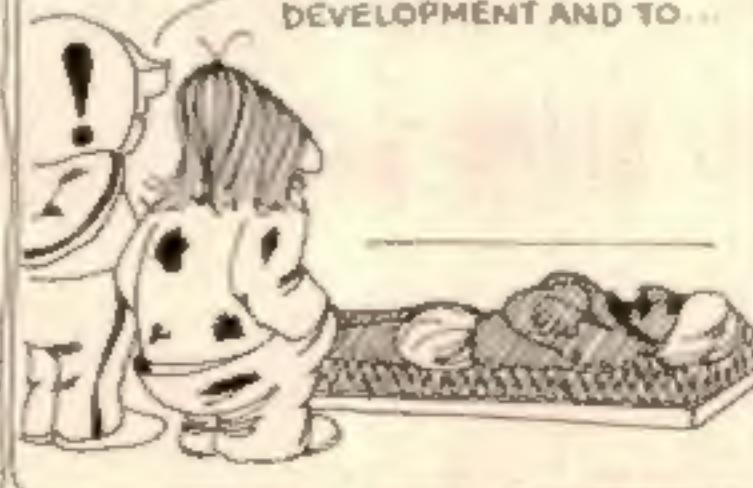
At Inglis顿 this Sunday, SMRC's Dicksons of Perth Trophy meeting has attracted a fine mod sports field including the Elans of Jon Fletcher, Mike Nugent and Alec Souter, John Absalom's Ginetta, Johnny Blader's Clan Crusader and Bob Jarvis' Davrian. Other entries in the nine race programme include Tommy Reid's Brabham BT38/40, John Pollock's Brabham BT30, Bob Leckie and Iain McLaren in Brabham BT36s, Doug Niven's Boss Escort and Mini men Andy Bartos and Cedric Bell. First race starts at 2.15 pm.

CATCHPOLE

APPARENTLY HE'S KEPT ON A RETAINER ...



... IN A PURELY ADVISORY CAPACITY
TO HELP WITH FUTURE
DEVELOPMENT AND TO...



IRON OUT A FEW CURRENT PROBLEMS...
FOR GOODYEAR.

AINTREE

For their Autumn race meeting at Aintree this Saturday, the Aintree CC have gathered a superb entry for their nine race programme headed by the final round in their Esso sponsored mod sports championship. Entries for that include John Pearson's plastic XK120, Hough's Tuscan, Fletcher and Evans in Elans, Jenvey's Midget s/c and Jarvis' Davrian. Other races cater for FF, Libre, GT, clubmen's and Mexican and entries include the FFs of Peter White, Richard Hawkins, Ed Wilcox and Stu Baird, Kim Mather's BRM P153B, Jim Crawford's Chevron B25, Jim Charnock's Brabham BT30, Dave Welpton's Chevron B21, John Blanchley's Scorpion, Tony Goodwin's Chevron, Chris Meek's Escort, Tony Sugden's Escort, John Chappel's Mini, Vernon Davies' U2, Sid Marler's Gryphon, Frank Sytnor's U2, and the Mexicanos of Barrie Williams and David da Costa. The first race starts at 2 pm.

• There are two clubmen's meetings this weekend too, at Silverstone on Saturday when the Peterborough MC stage their small clubbie and at Brands Hatch on Sunday when the 750 MC will bring the "cheap formulae" back to the Kent circuit. Brands starts at 2.15 pm and the first race at Silverstone is at 1.30 pm.

INTERNATIONAL DIARY

September 12/14 Austrian Alpine Rally (World Rally Championship, round 9).
 September 14/24 Tour de France (European GT Championship, round 9, and European Rally Championship for Drivers, round 21).
 September 16 Abi, France (European Championship for Formula 2 Drivers, round 15).
 Österreichring, Austria (European Championship for 2 litres, round 7).
 Edmonton, Canada (CanAm, round 10).
 Imola, Italy (Interserie, round 7).
 Delaware 500, Dover, USA (NASCAR).
 September 22 Road Atlanta, USA (TransAm).
 September 23 Canadian Grand Prix, Mosport (World Championship for Drivers, Formula 1, round 14).
 Tourist Trophy, Silverstone (European Championship for Touring Cars, round 8).
 Jyllandsring, Denmark (Rothmans F5000 Championship, round 15).
 Zolder, Belgium (G2, G4, G6, F2, F4, F5V).
 Coppa Agip, Monza, Italy (F2).
 September 29/30 Cyprus Rally, Cyprus (European Rally Championship for Drivers, round 22).
 Hockenheim, Germany (F2, G3, F5V).
 Tiro, Austria (G2, G4, F2, F4, F5V).
 September 30 Mantua, Spain (European GT Championship, round 10).
 Hockenheim, Germany (Interserie, round 8).
 Zandvoort, Holland (Rothmans F5000 Championship, round 10).
 Sebring, Washington (L and M F5000 Championship, round 10).
 Brands Hatch, England (John Player 50 Championship, round 11).
 Bathurst 500, Australia (G2).
 October 6/8 Munich-Vienna-Budapest Rally, Hungary (European Rally Championship for Drivers, round 23).

Journalist Mike Kettlewell (right) presented Geoff Friezell with the BP Man of the Meeting award at Oulton Park last Sunday. Friezell is the only driver to have won the award in each of its three years existence.



By Barry Foley

Shell **SPORT** news 14

Shell-right for every formula



Formula 1



Formula 5000



Group 2 Saloons



Group 1 Saloons



Stop Press... Over 200 wins by SHELLSPORT
drivers and cars already this year...



Production Sports



Special Saloons



Special Saloons

Only Shell Super Multigrade has the unique 'muscle molecule'.



Jackie Stewart's drive in the Italian GP will be remembered as one of his best — from a pit-stop he came back to fourth.

ITALIAN GRAND PRIX

Stewart claims title in superb style

By PETE LYONS Pictures by PHIPPS PHOTOGRAPHIC Race data by ALAN PHILLIPS

He's made it. He's champion again now and he did it the right way. He started practice with a headache from his cholera immunisation and carried on with an influenza infection which gave pains across his chest and a hoarse voice on raceday. His car was just plain slow through practice in addition to giving obscure braking troubles. On race morning his planned race engine dropped a valve: there was no good reason to think Jackie Stewart was going to end this particular day as the champion.

He did manage to forge up into fourth place at the start and was holding his own with the other two teams, but then a rear tyre started going soft; the change dropped him far back amongst the backmarkers.

What he did then is the stuff of a legend. He climbed back up the field, whipped by car after car, passing the privateers and the slowest of the works cars; then he carved through the mass of the midfield works cars and then not long before the end he came up to his team-mate in fourth place. Cevert let him by readily, and watched him close on Revson in third place; with four laps to go Stewart clocked the fastest lap of the race, eight-tenths of a second faster than his own qualifying time. There wasn't enough time to catch Revson again — with whom he had been dicing just before his pitstop — although he finished 4½ s behind. But anyway fourth place was enough — it added three more points to his total which was already, before this third-from-last round of the season, the highest points total in world championship history. It was enough because Fittipaldi didn't pass Peterson.

The two JPS men, once Hulme had spun out of the picture with brake trouble, had romped around effortlessly — exactly like their one-two Austrian drive — the difference was that they both finished. The first Team Lotus one-two since Watkins Glen 1967. Another difference was that this time Ronnie didn't let Emerson go by. The two had discussed the situation beforehand and calculated that if Stewart looked like finishing any worse than fourth overall it would be worth Fittipaldi winning — that would have at least given him a fighting chance at the title — but when they were signalled about the Tyrrell's progress they gave up hope. Fittipaldi stayed behind all the way by a scant second, took second place and with it six points instead of nine.

Stewart did everything he had to do — taking as well the lap record and the Siffert Award with his three points — despite the cholera and influenza and brakes, he took his third World Championship. No matter what happens in North America, Fittipaldi cannot now equal Stewart on points.

Jackie Stewart fought for his title fair and square at Monza and won and deserved it. Whether or not he does retire at the end of this season it has been a good one for him. One cannot deny he's great.



World Championship/
round 13

ENTRY

It all started when one of Bernie's Boys threw an oily rag up at the spectators; then, perhaps a touch overwrought by a weekend that had started out with transporter trouble, progressed through a customs hold-up, and then got really well under way with two massive engine failures, the Brabham team "thought perhaps a drop of water from the hose might help." The spectators, agile youths who had won through police lines, barbed wire-topped fences, a rusting drainpipe and several hundred of their fellows to occupy their choice vantage point on the roof of the garage, defended themselves with the missiles at hand — the red roofing tiles. The bombardment was short but heavy; tiles cracked

around the mechanics, plaster from the ceiling shattered on to the garage floor, and, ultimate outrage, "pieces actually hit the cars!"

A flying squad of policemen was deployed to clear the roof, but it was a short-lived gain. Within minutes a fresh horde of youths was lining the eaves, perched happily like vultures in trees above a kill, arms folded over knees as they reptly drank in the mechanical sights below and stoked their anticipation of the morrow's racing feast. An Italian spectator can get in anywhere, a fence is a mere challenge, and the more barbed wire the better. On the gates into the paddock were hard-eyed vigilant keepers, carefully screening the teeming throngs outside, admitting only those with the proper passes and the biggest autograph books. Meanwhile, on other sides of the area, the tall fence was perpetually quiver under the strain of athletic bodies clambering over the top. At the same moment, closer in, literally yards from a carefully kept gate but screened from detection by shrubbery and the Ferrari transporter, a hole had been worried in the fence itself and was rapidly being worn larger by a quickening stream of bodies pouring through; it was like the fatal hole in the *Titanic*. The paddock was majestically sinking under a sea of spectators.

Ah! . . . the ardour for racing in Italy. A small, fat boy, face and shirt streaming wet in the heat, with the eyes of a coyote after a jackrabbit, spots the reigning World Champion and, in a masterpiece of deft weaving through a thicket of thighs, snatches an autograph from the pen of the idol; a quick turn and retreat, a leap high into the air, a loud whoop of pure naked triumph, and he runs at redline to his colleagues to wave his trophy under their noses. Their mouths twist with disappointed envy.

Comfortably atop the shoulders of his father, an even smaller boy watches reptly the different styles of the drivers into the *Parabolica*. His little fists are clutching an imaginary steering wheel, his little arms are turning that wheel high in the air above his daddy's head, willing those cars through that corner. Regazzoni's BRM scrabbles down on the brakes, slashes into the bend, the tail jumps out and Clay's throttle foot is as busy as his hands; at the same instant, up in the crowd, I swear to you that little boy applied opposite lock!

Stewart's Tyrrell rasps along the track, warming up again after a 20 m absence in the pits; the crowd sighs with pleasure and murmur "Ah, la macchina buia." In the jostling scurry of a throng of people practically running to go somewhere, simply because it is in the air to hurry, a pair of men spot the armband of a journalist and instantly engage him in a lively, loud, opinionated—and evidently very well-informed—discussion on the relative chances in the race tomorrow of Stewart and Fittipaldi. The discussion is without a shade of help of ability of either party with the other's language, and doesn't last 15 s. Four hours later the two parties encounter each other again, on the far side of the circuit, and like switching on a tape in mid-reel the debate continues from the point it stopped. In the paddock Wilson Fittipaldi Sr strides briskly along, focus of a battery of speculative stares; a spectator turns to a nearby mechanic with a polite, halting, "la . . . Papa . . . Emerson Wilson?" The confirmation lights his face with happy reverence and he hurries off for another autograph of greatness.

The air is grey with humidity. The sun is deadly. Even under the trees, one sweats. The trampled grass is gradually vanishing under a snow of discarded bottles, cans, paper cups, cardboard packets. Every water tap is left running permanently, and before each is a permanent queue of wilted people waiting patiently to splash water into and over themselves. A small, brown, frugal sort of man who operates a rustic store piled high with assorted beverages is making a circle around his little open-air establishment, emptying bottles of sparkling mineral water on to the ground.



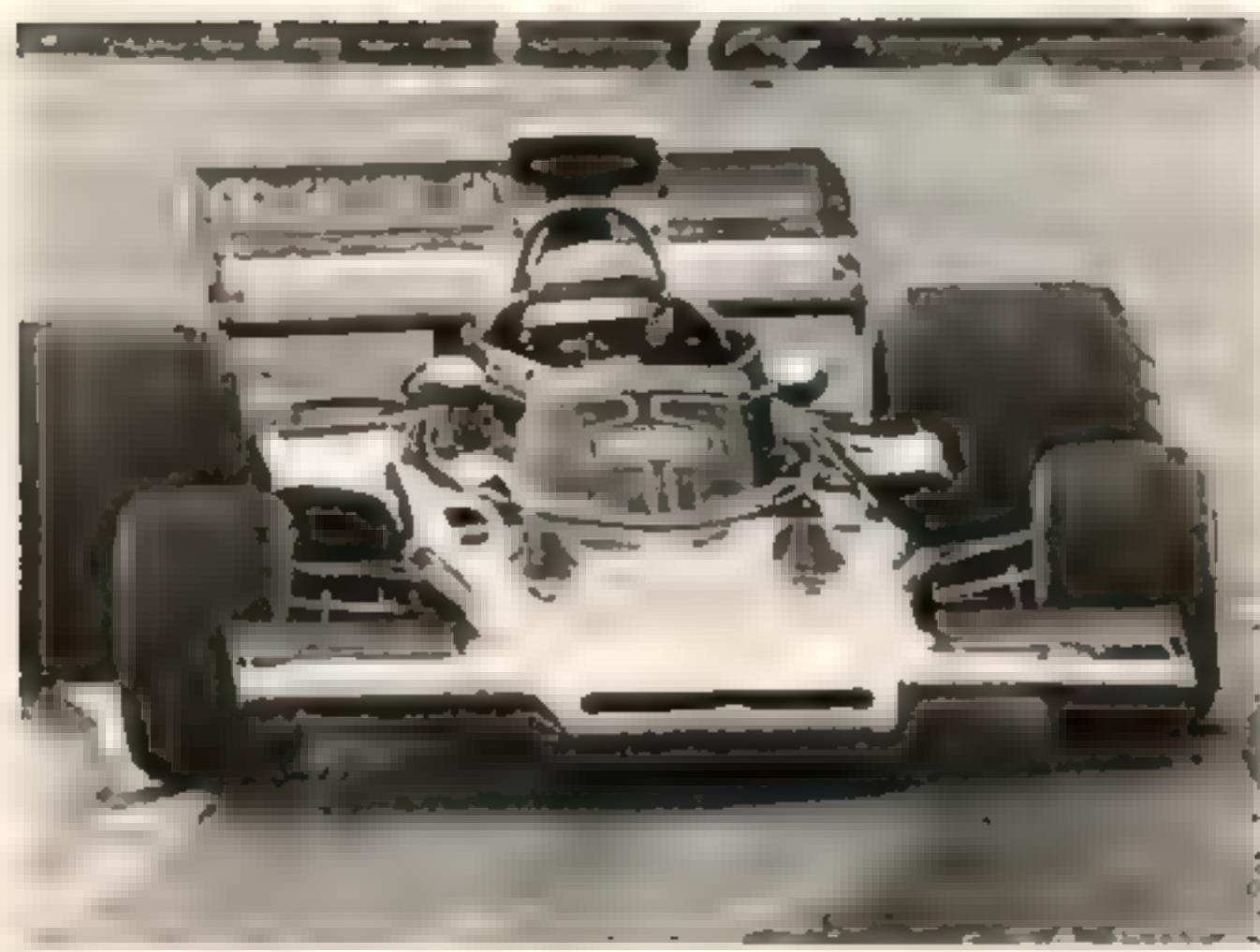
Peterson makes a good start from Fittipaldi, Hulme, Revson, Merzario and Stewart.

The Monza municipal park is a place of dwarfed unhealthy trees and ragged uncut weeds. The metalwork of the place is rusting under the old paint. The archaic concrete (like that of the bankings, which are so surprisingly small, fearsonely narrow, and so astonishingly steep) is cracked and crumbling. The tunnels under the circuit are low, damp, slimy underfoot and festooned with cobwebs close overhead. The buildings, a catchall of different ages and altered purposes, are by now all settled into the same resigned apathy of too-thick paint and uncleared grime. From no vantage point along the trackside is very much visible, and the autodrome sprawls over too wide an area to be comfortably walked. Everywhere the persistent wanderer is confronted with unannounced locked gates, forcing him to backtrack as much as he progresses. Merely to enter these shabby grounds (if he was not adventurous and athletic) cost him an incredible price, and to eat and drink here will impoverish his family for a month. Should he (caught by necessity away from bushes or strategically parked trucks) seek to relieve himself, his relief is carefully overseen by a woman whose only activity is knitting, whose only remaining emotion is avarice and whose eyes are as hard as those of a retired "bonfire girl."

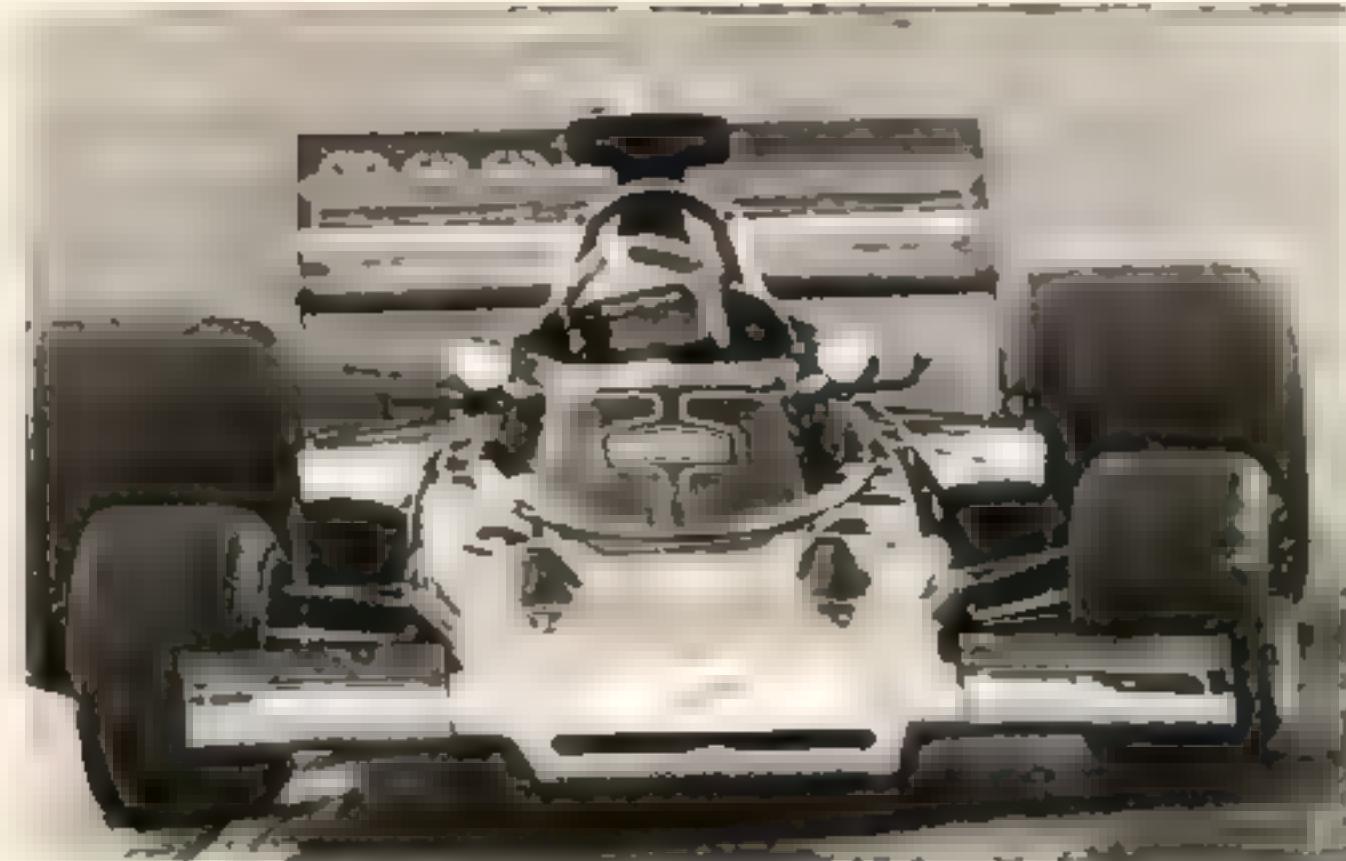
Why, oh why, do scores of thousands of people come to Monza?

To stroll about. To peruse the displays of posters, and embossed ashtrays, and carburettor or steering wheel or gearlever knobs. To visit the large indoor auto-show, two of them in fact, and to stand rigidly in pose to be photographed before a Ferrari, or a Matra or a Mirage, or a Bimobile Alfa-12. To gaze into the parking areas at Daytonas and Boras and Panteras—and perhaps a Stingray if they're lucky. To walk with the wary unconcern of a matador on a roadway flèche with speeding cars—looking carefully into each one in hopes of spotting a hero. To bring along their motorbike, perhaps a glass-tanked, clion-adorned Laverda 750, for the specific and sole purpose of tuning its carburation by a series of full-throttle acceleration runs along that same jammed roadway—one's face carefully set in a theatrical copy of the expression once acted in an old film of Ago as he anxiously sorted out a last-minute drama 5 m before the start of the ride that would decide the championship and with it his place in history. Said expression faltering not a twitch, in fact intensifying the last remaining crease, as one whisks through a formation of remarkably stunning young ladies whose oval faces and olive eyes are

The only thing better than coming in first, is coming in first and second.



RONNIE PETERSON



EMERSON FITTIPALDI, DRIVER OF THE JOHN PLAYER TEAM

When your team comes in second, it can be disappointing.

Except, of course, when your team also happens to come in first.

Then it's amazing.

And that's what Ronnie Peterson and Emerson Fittipaldi did in Sunday's Italian Grand Prix.

Peterson, first.

And Fittipaldi, second.

Amazing, yes.

Even more amazing when you consider that between them, they've already won five of this year's Grand Prix. And been placed in many of them.

Now,

We don't wish to take any undue credit. But the fact remains that the fuel these two champions race so brilliantly on is ours.

Ordinary Texaco petrol and Havoline oil.

The very same petrol and oil you can get at Texaco stations everywhere.

Texaco.

It's the other part of the winning combination.





Hulme spins away second place at the first chicane.

themselves carefully set in just that world-wide expression noted the evening before in the poster outside the cinema wherein is playing the new film (under 18 strictly excluded) about The Girl of the Autostrada.

The Italian Grand Prix is one of the very few truly classic motor races—those where one comes not to see the race but to be at it. This was the 44th, and despite the emasculation of the track with chicanes it was still the traditional end of season speedfest. Straightforward motor racing with the emphasis on "motor." At this late stage, when everything as to the championships is virtually settled, the thing to gain for the slow starters of the season was some honour by at least going well before leaving Europe. A good place for it, this flat simple circuit baking in the heat of the Italian sun and of the Italian passion.

Almost nothing in the way of mechanical innovation tainted the pure familiarity of the entry, which was virtually as at Austria. One of the UOP Shadows had been lengthened an in the wheelbase by means of a spacer behind the engine, this was an attempt to make the handling more stable and successful enough to make Oliver choose it for the race. Follmer's car again had the four-rod "3rd generation" rear suspension. But seeking to find anything importantly new amongst the rest of the 32 machines in the garages was unrewarding.

The two race-intended John Player Specials were wearing the new low-line oil tank wing mounting. There were three B3 Ferraris on their home ground, all converted identically to "Mk II" configuration—and with Ickx hired back as a freelance. The Elf Tyrrells, like most cars, were equipped with small-size aerofoils and minimal nose spoilers; once again the spare was in chisel-nose form. In the Yardley McLaren camp, Revson had taken over the newest chassis so his old car was now the team spare. The four Brabhams looked clean and a bit of tidying had been done. The Embassy Shadow had been fitted with "second generation" rear suspension. The Marlboro BRM team had four cars, yet another new chassis which was given to Lauda, but the only changes were special small wings. The Surtees-Finas were as before, as were the Iso-Marlboros with the exception of some aerodynamic work at the front to relieve under-car pressure—plus the addition of Ron Tauranac as a development consultant. The Hesketh March—like that of Messrs Clarke, Mordaunt, Guthrie and Durlacher and that of the Lee concern—were as seen before, as was the Ensign.

Despite the entry list there was no works March and no sign of any Tecno, but otherwise it was a familiar field. It was a good field, a simple field, a field for whom in many cases the combination of straightforward cir-

cuit and an extra week of preparation towards the tag end of this long season could add up to a good, close, simple motor race.

The track had been unaltered in any significant way, according to drivers familiar with it. It still called for a strong engine, clean high-speed aerodynamics, manageable handling in third gear corners despite minimal downforce (the "Curva Grande" of hallowed reputation was quite easily flat for everyone), and abnormal performance from the braking systems. Four times per lap, including at the two silly narrow chicanes, great speed had to be rubbed off; as slipstreaming is all but unhelpful with modern F1 cars any close races would likely be won on the hard-stressed brakes. For once the tyre engineers had a relatively easy time and there was little compound-trouble throughout practice.

The weather every day was drenching hot—and the sessions were held earlier in the heat of the day than last year, so it was hard to reach the existing record speeds—so very many shirtless dripping wet mechanics were sent off into paroxysms of stifled swearing over bulky fuel systems. With the heat, the humidity, the cramped sleazy facilities (after 31 years it is probably inevitable that some of the electric light bulbs should have burnt out, but why haven't they been changed?), the less than intriguing circuit, and the unceasing milling hordes of unrelenting, fence climbing, autograph-hunting,ಡಡ-demanding, souvenir-stealing, shouting, laughing, arrogant, posturing, pretentious, worldwide, ardent spectators—Monza was not an especially pleasant place to be.

PRACTICE

As the cars began rippling the air over the Autodromo and tyres heated up and adjustments were made, the times coming in began to show the nature of the circuit. Revson showed his delight with his "new" car and was the first to go quickly, ending the first 90 minute session in the heat on Friday lunch time with a 1 m 36.75 s—a full 1.1 s slower than Ickx' record of last year, but in turn virtually a full second better than anyone else by the pause. In the next session, however, he improved a bare 1/100th; he was still fastest but Peterson, Pace, and the two Ferrari drivers all but joined him. (At least four unofficial watches reported that Pace had done a 1 m 36.6 s, which would have made the Surtees quickest despite a duff engine, but the officials didn't want to change their minds.) Stewart was not far behind after playing with aerodynamics, then came a sharp lap by Beltoise—who had somehow not been informed of the change of qualifying periods and sauntered into the speedway too late for first practice!

The day wore away to a limp, enervated close with the feeling that there should be

a lot more speed to come. Certain drivers had a bad day, such as Emerson whose car was not handling well—and whose foot, freshly out of plaster, had swelled and was giving trouble again, Cevert who spent the day trying both his regular car and the experimental spare and doing equivalent times in them, the Brabham drivers whose transporter finally arrived late in the day—but not so late that Reutemann's engine didn't find time to blow up before the end!—Follmer whose fuel system was giving so much trouble that the blanking blanked engine couldn't be kept running, Hailwood whose rear aerofoil broke loose and fell down over the gearbox giving him a very exciting moment at Lesmo (a matched set with his exciting moment at Paul Ricard for the same reason), Beuttler whose engine scattered bits of itself and all its STP out the top and all over the airbox, aerofoil, and the back chicane, and poor Hunt who—sorry to have to say it—shunted at the same chicane a moment later when, he said, he failed to make adequate allowance for fading brakes, tried to take the corner anyway, and shunted the rail hard enough to force the team to pack up for the weekend.

On the next day, for once, there was significant improvement. A lot of drivers went faster, and a lot of them went much the same speed. The magic bracket was the 1 m 36 s one, and by the end of that first Saturday session 10 different drivers—with 11 cars—entered it. Indeed, it seemed that to fail to make that time was to have mechanical trouble with the car. Thus the final session, as the worst heat of the day faded away, shaped up as one of those stirring last minute pole-position battles. In the end, though, but four drivers participated: the two McLaren men, steady, smooth, controlled (Revson perhaps tweaking himself up on edge visibly) who had been fast and apparently comfortably so until Peterson "sneaked up on us" and flashed an ultra-quick one right past the 1 m 35 s bracket and deep into the 34.1! Considering how closely bunched the bulk of the rest were, significantly slower than the Ickx record, Ronnie's improvement on the record by the better part of a second was remarkable. Qualifying tyres or not, and race bad luck or not, Super Swede is some kind of a driver. This was his seventh pole position of the 13 Grands Prix of the year.

For some reason the Tyrrells weren't impressive, the team manager consoling himself by remembering all the other victories they'd won after starting relatively poorly. Cevert had been in particular strife all day anyway, with his brakes cracking at the rear and snapping a strap at the front. Stewart was suffering after-effects (headaches) of his cholera shots and also a growing case of flu—which could hardly have been helped by the previous day's Grand Prix Running Association meet. Merzario, into a very obvious contest with the other Ferrari driver as well as Regazzoni on this Italian track, was going well; both of the Maranello fellows had bounced back from shunts with chicanes which broke suspensions of both their cars. Going down escape routes at chicanes was no distinction, some very famous helmets were seen in attitudes of embarrassment at both chicanes, but it wasn't normal to actually hit them. Ickx ended the day without showing any of the form he must have hoped for because his engine broke; none the less he was complimentary to the men who had improved the B3, saying it was now lighter to steer as well as being more balanced, more capable of being held in an attitude.

The sensation of the first day's practice carried on well through the second, Carlos Pace having a fresh engine worth another 30-odd bhp and managing to cut the best part of a second off his time and be a clear fifth best of the day, apparently without benefit of special qualifying rubber. In the second day's morning session, though, a puncture brought him to a sudden halt at the Parabolica. This was a genuine tyre problem, not accountable to the wheel difficulties which plagued Surtees in Austria, and—worryingly—another identical tyre blow-out was to bring

Nought to a hundred: 6.5 seconds.



LOCKHEED BRAKES

If we can stop the Yardley McLaren this quickly, imagine what we can do for your car.

Denny Hulme's McLaren M23 is fitted with a 465 bhp. engine which, with the help of a Borg and Beck clutch, takes it from rest to 100 m.p.h. in 6.5 seconds.

To stop it in around half that time, it's fitted with Lockheed brakes, designed specifically to match its weight and performance.

There are also Lockheed brake replace-

ments (with a 12 month warranty) to match the weight and performance of very nearly every car on the road.

And chances are that includes the car you drive.

No matter what it is. No matter how fast it goes.

BP Lockheed Brakes
Fit them and see how fast you stop.





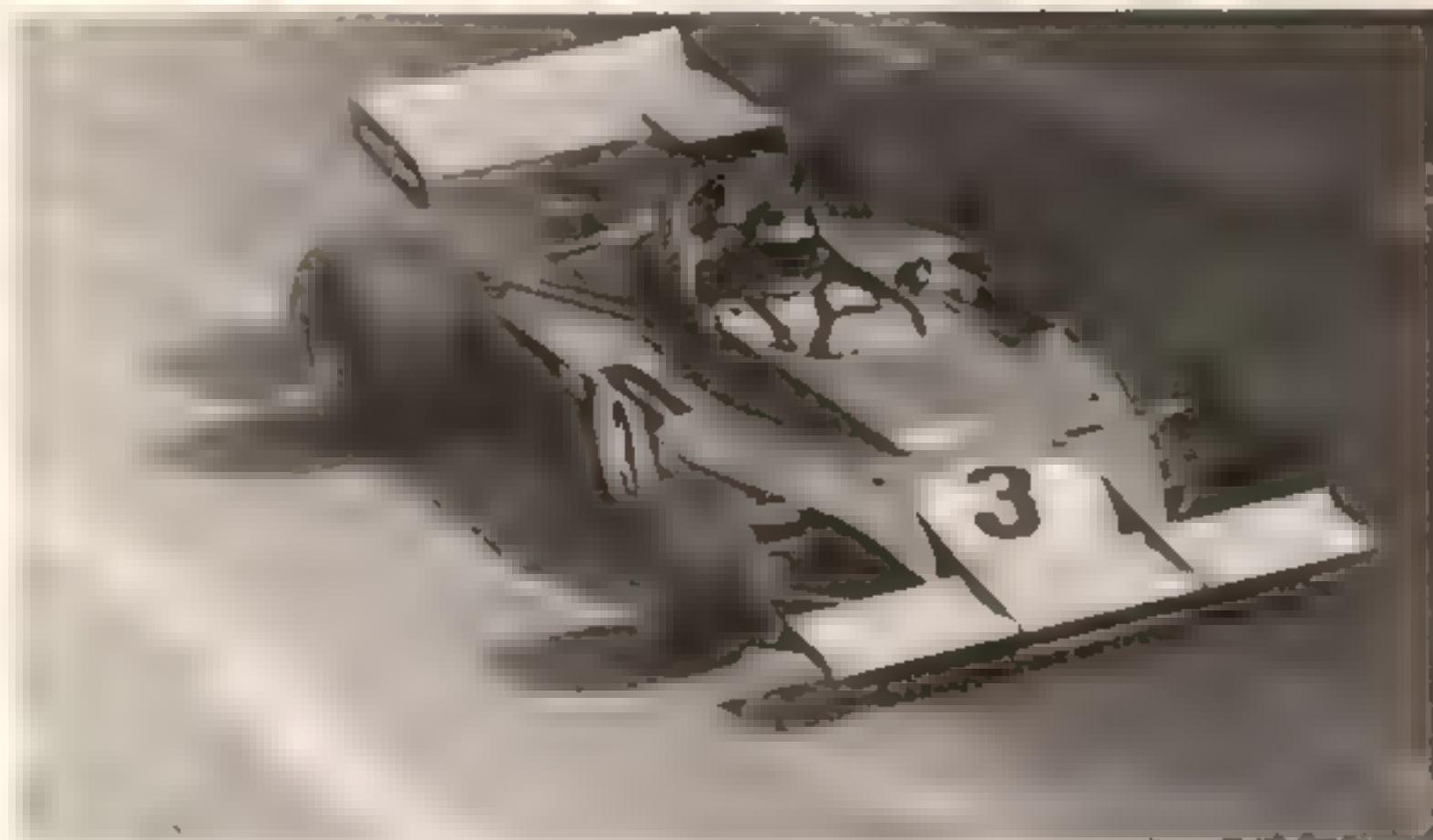
On the opening laps, Peterson leads Fittipaldi, Hulme and Stewart before the latter two suffered their delays.

"Moco" to a spooky halt in the following day's race after a good run. Teammate Hawood's less than hopeful weekend looked like continuing on through, for he lost much time on Saturday when his "big belt" broke but by the end of the day he was able to fit in a dozen clean laps and moved right up amongst the Tyrrells.

Baltore was once again best of the BRM trio, recovering from a chicane-bashing, wishbone-bending incident of his own. In the Brabham camp it was Wilson's turn to blow an engine today, and he finished the day in the spare car while Carlos was stopped on the circuit with a broken metering unit unable to make good on his earlier time. Stommelen for the first time had a clean practice with little bother, and was right with the other BT42 drivers. The nicest thing about this particular group, though, was the way Von Opel right at the end of the session suddenly broke through, and took over a second off his time despite brake and fuel system trouble to put the Ensign in a competitive starting position.

Not in this happy group were the two Isos, although the drivers were pleased to find themselves making steady progress, and the three Shadow drivers who were still being delayed by fuel system bothers, mostly Purley in his March was handicapped by using the same engine as the day before, which needed changing finally, and Beuttler stopped near the end with a sudden misfire—after having very happily found himself in the 1 m 36 8 bracket earlier in the day, in fact sixth fastest of all at one point. "It's only the second time this year you've seen me smiling, isn't it!"

Few people had a late night of preparation, and the race morning unlimed practice was scantily attended. About the only real problem happened to Stewart—his race engine dropped a valve—Tyrrell's first engine failure of the year! He was still feeling under the weather, his chest hurting with the flu and his voice distinctly hoarse—it didn't look like being his title-clinching weekend.



Jacky Ickx returned to Ferrari for a guest appearance.

RACE

Blessed relief—it wasn't so hot, as the days before—by half past three the worst of the day's heat had begun to lift and a high thin cloud cover took the edge off the sun; not off the edge of the spectators though, for as the cars set off one by one tearing the air over the Autodromo into shreds, the crowd leapt up from its lounging and lurching and ran pell-mell for the fences.

To start at Monza they still use the full length of the main straight, bypassing the chicane the first time through. The smoke and dust erupted from the 24 starting cars and they all slashed away. Revson lagged

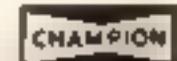
off the line and Fittipaldi forged up from the second row behind him and slotted in behind Revson. The long, long drag up to the Curva Grande ended in JPS one two—the same that would last throughout the rest of the day. It was Hulme in third slot and Stewart who had come tearing up from the third row to squeeze into fourth ahead of Revson. The noise faded away across the parkland, then the thin vivid roar came back through the trees and rippled along the back straight and there was snarling from the Parabolica. Out from it slid a tight spring of cars, the first five already a distinct grouping. Joy of joys (the spectators chattered excitedly amongst themselves) it looked like being another superbly close grand prix—there was



ITALIAN GRAND PRIX
3rd PETER REVSON

BRITISH GRAND PRIX
1st PETER REVSON

SWEDISH GRAND PRIX
1st DENNY HULME



GOODFYEAR



LUCAS



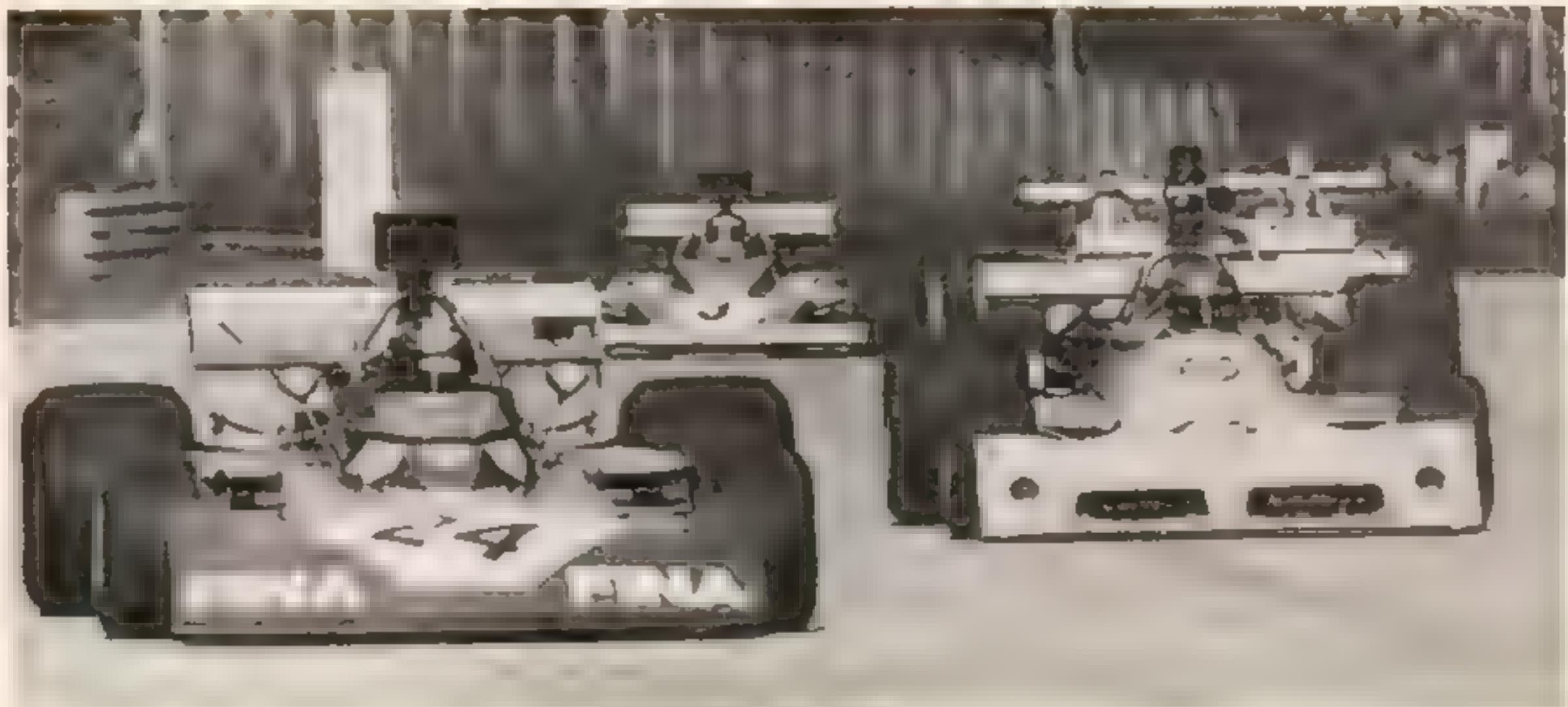
FORD

FERODO

Lockheed

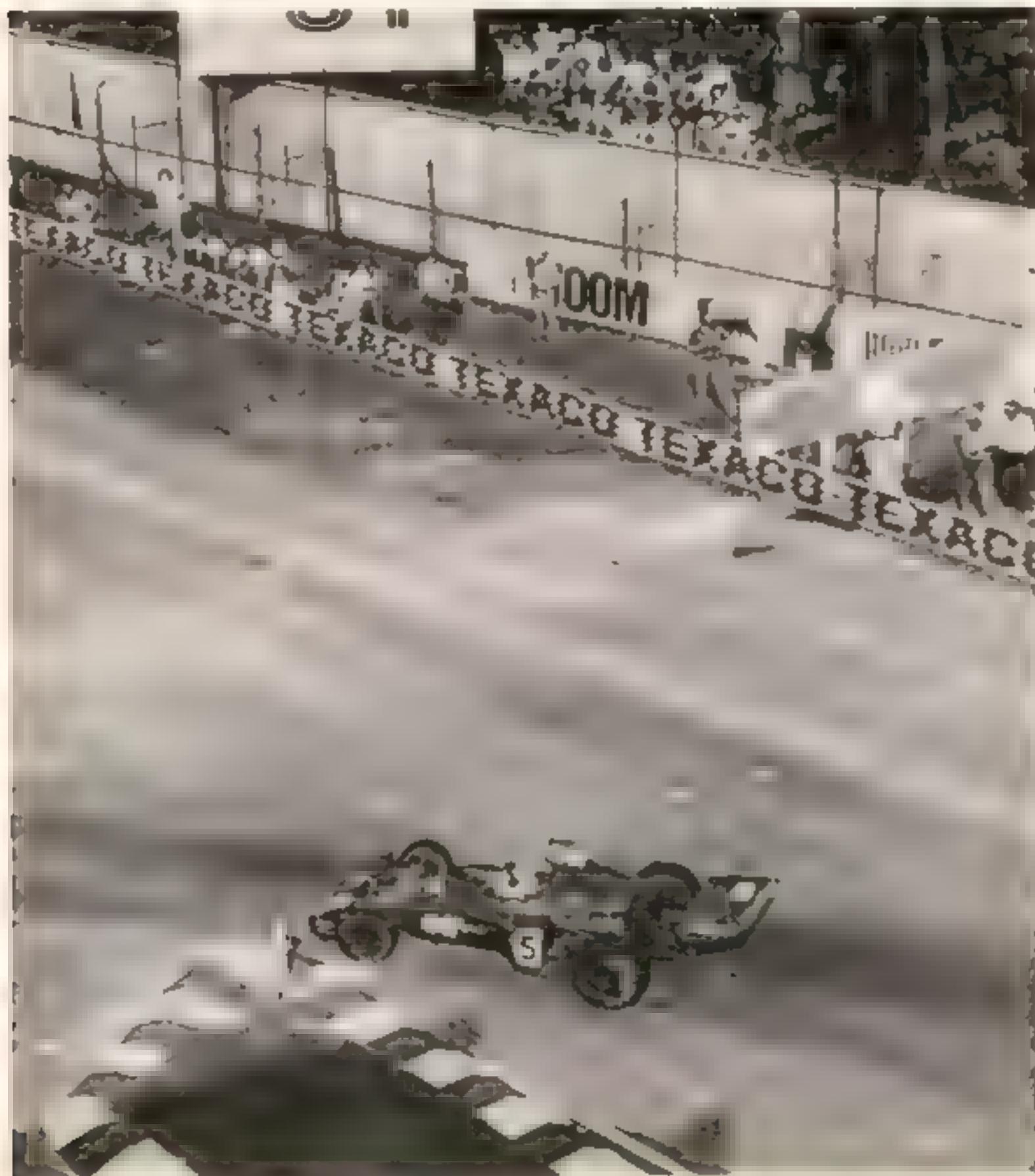


BORG & BECK



Behind the leading group, quite a battle developed with Pace & Surtees leading Brabham's March and Reutemann's Brabham (hidden)

Bird's eye view of Stewart taking the chicane



so much vivid excitement to watch—tyres smoking and noses darting into gaps as the flood poured into the chicane—that it was easy to miss Merson attacking the curbing of the first one and retire with another damaged suspension, but there was still the other Ferrari to hold up the honour and Ickx, although not shooting straight out into the lead the Ferraris were created to do at Monza, at least was holding his own as the best of the second string.

Cevier had broken away from his sixth row start into sixth place, but try as he could he couldn't get up in touch with the leaders. Revson too showed signs of not mixing it with the top four, but he kept them just ahead and was in touch when Stewart began to flag. For one and a half laps the Tyrrell developed an odd behaviour and as they all tore around by the pits and lined up for the chicane Revson saw an opening—he saw it on the outside, underlined on the braking zone and drove for it. A dodgy-looking manoeuvre amidst smoke and wobbling race cars, but he pulled it off and scratched by. Next time round Stewart could see a rear tyre going soft in the mirror, its profile turning concave and he realised it would require changing. He stopped at the end of that lap and therefore missed Hulme's big moment at the same chicane.

Certain of the current GP cars are displaying a rare but disturbing brake malfunction, partway down through a braking area the pedal will suddenly go straight to the bulk head for no discernible reason at all. Hulme had this happen in testing at Silverstone a few days before, and now as he was tucking in close behind the nearer of the JPSs it happened again—a quick pump restored pressure and there was just enough time left before committing himself, for Denny to think he could still make the swerve, but as he bent in the car took charge, made a lazy long spin and slid sideways on to the kerbing forming the right hand side of the gate. The chassis took a nasty blow at the radiator line and bounced almost as high into the air as had Scheckter's at Paul Ricard. It came crashing down with less damage and still mobile, but by the time Denny had backed and fiddled and waited for a gap to develop in the still closely bunched midfield, he had lost a hopeless amount of ground; in any case he prudently stopped to check for damage and dropped completely away from the race.

1982 ITALIAN GRAND PRIX

DATE AND CIRCUIT	SEPTEMBER 9 1973 MONZA	WEATHER	Hot sun dry
LENGTH	55 laps of 3.588 mile circuit (non-pit stop 2 drivers)	197.34 miles	
CATEGORY	FORMULA 1 WORLD CHAMPIONSHIP ROUND 13		
NO OF STARTERS	24	FINISHERS	15
WINNER	R. PETERSON	16 FORD 72D	1st speed 132
FASTEST LAP	J. STEWART	15 TYRELL-FORD no. 5	1st lap \$1 in 1 min. 35.9 sec 135
EXISTING LAP RECORD	J.ICKX	16 FERRARI 312 B2	in 1 min. 36.3 sec 134
PREVIOUS YEARS RESULT	E. FITTIPALDI	16 FORD 72D	131



THREE

NR	NAME	TEAM	DRIVER	CHASSIS	ENGINES	HOME
1	E. FERRILODI	JPS-FORD 72D	JOHN PLAYER TEAM LOTUS	GOOD	72D 7	DFV 10
2	R. PETERSON	JPS-FORD 72D	JOHN PLAYER TEAM LOTUS	GOOD	72D 6	DFV 1.8
2T	R. PETERSON	JPS-FORD 72D	JOHN PLAYER TEAM LOTUS	GOOD	72D 8	-
3	J.ICKX	FERRARI 312 B3/4	SP & FERRARI SEFAC	GOOD	312 B3/4 010	Type 312
4	A.HERZARIO	FERRARI 312 B3/4	SP & FERRARI SEFAC	GOOD	312 B3/4 01	Type 312
4T	A.HERZARIO	FERRARI 312 B3/4	SP & FERRARI SEFAC	GOOD	312 B3/4 012	Type 312
5	J. STEWART	TYRELL-FORD	ELF TEAM TYRELL	GOOD	006/2	DFV 077
6	F. COVENT	TYRELL-FORD	ELF TEAM TYRELL	GOOD	006	DFV 086
6T	F. COVENT	TYRELL-FORD	ELF TEAM TYRELL	GOOD	006	-
7	D. HULME	MCLAREN-FORD M23	YARDLEY TEAM MCLAREN	GOOD	M23	DFV 061
7T	D. HULME	MCLAREN-FORD M23	YARDLEY TEAM MCLAREN	GOOD	M23 2	-
8	P. KEVISON	MCLAREN-FORD M23	YARDLEY TEAM MCLAREN	GOOD	M23 4	DFV 078
9	R. STOMMELEN	BRABHAM-FORD BT 42	CERAMICA FASHION TEAM MEC	GOOD	BT 42 6	DFV 096
10	C. REUTERHANN	BRABHAM-FORD BT 42	MOTOR RACING DEVELOPMENTS	GOOD	BT 42 3	DFV 070
10T	W. FITTIPALDI	BRABHAM-FORD BT 42	MOTOR RACING DEVELOPMENTS	GOOD	BT 42 2	-
11	W. FITTIPALDI	BRABHAM-FORD BT 42	MOTOR RACING DEVELOPMENTS	GOOD	BT 42 5	DFV 078
12	K. HILL	EMBASSY SHADOW DN1	EMBASSY RACING	GOOD	DN1 3A	DFV 109
13	M. BRUTLER	MARCH-FORD 731	CLARKS MODALIN GLOVES DUBLINER	GOOD	731 2	DFV 084
14	G. POLLMEIER	LOP SHADOW-FORD DN1	LOP SHADOW RACING TEAM	GOOD	DN1 3A	DFV 125
15	J. OLIVER	LOP SHADOW-FORD DN1	LOP SHADOW RACING TEAM	GOOD	DN1 2A	-
17T	J. OLIVER	LOP SHADOW-FORD DN1	LOP SHADOW RACING TEAM	GOOD	DN1 2A	DFV 076
19	C. REGAZZONI	BRM P160 E	MARLBORO BRM	FREE	P160 E 08	DFV 09
19T	C. REGAZZONI	BRM P160 E	MARLBORO BRM	FREE	P160 E 09	-
20	J.-P. BELTOISE	BRM P160 E	MARLBORO BRM	FREE	P160 E 07	DFV 008
21	N. LAUDA	BRM P160 E	MARLBORO BRM	FREE	P160 E 10	DFV 08
23	M. HAILWOOD	DURATEC-FORD TS 14 A	ROCK BOND OIL - BOB WALKER TEAM SURTEES	FREE	TS 14 A 04	DFV 068
24	K. PACE	DURATEC-FORD TS 14 A	ROCK BOND OIL - TEAM SURTEES	FREE	TS 14 A 05	DFV 078
25	H. GANLEY	BO MARLBORO 12	FRANK WILLIAMS RACING CARS	FREE	12 03	DFV 103
26	G. VAN LENHEP	BO MARLBORO 12	FRANK WILLIAMS RACING CARS	FREE	12 01	DFV 103
27	J. HUNT	MARCH-FORD 731	HESSETH RACING	FREE	731 3	-
28	A. VON OTEL	ENGINI-FORD MH	TEAM ENGINI	FREE	MH 01	DFV 129
29	D. FULLER	MARCH-FORD 731	LEO BURNETT ADVERTISING LTD	FREE	731 1	DFV 143

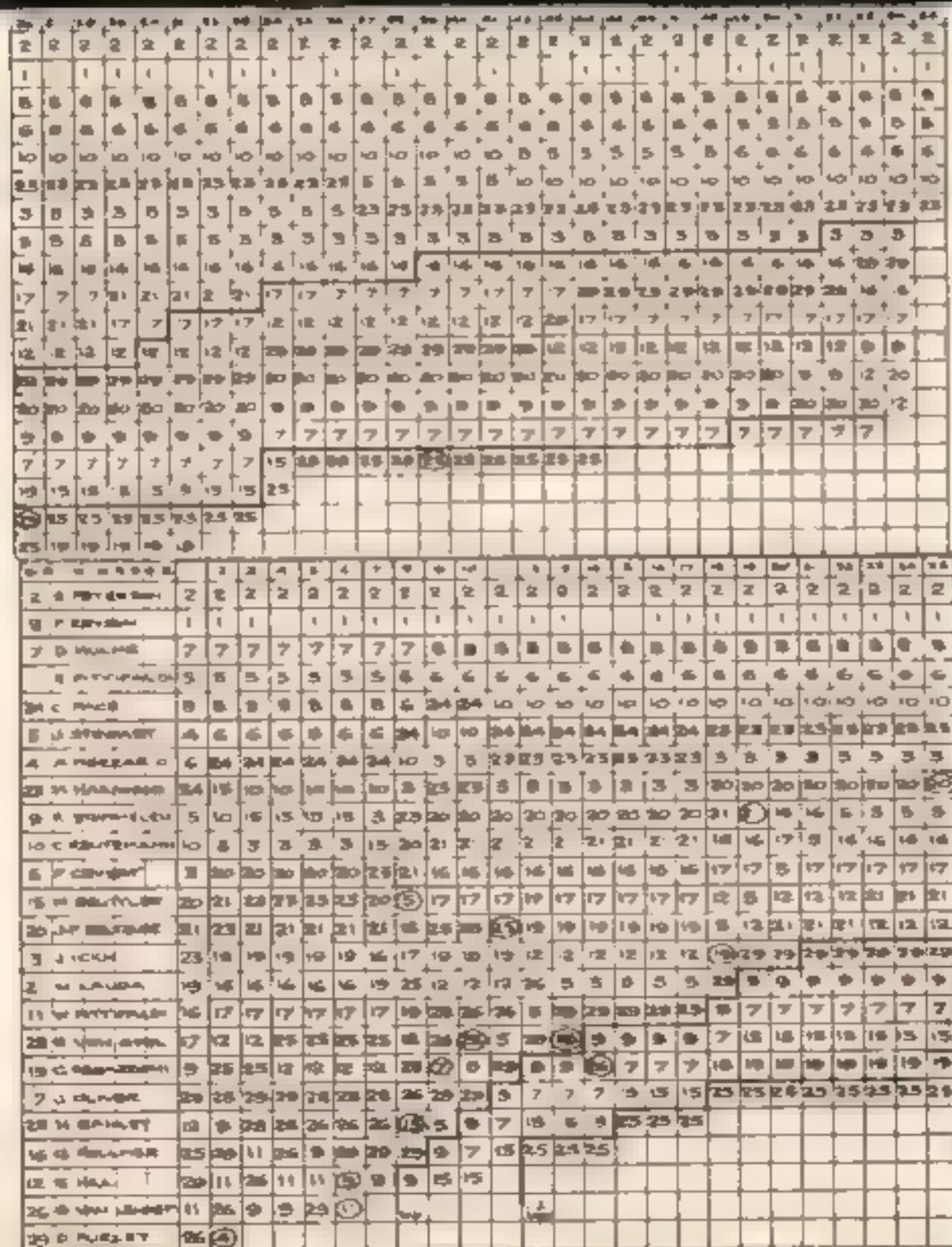
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POS	NR	NAME	TEAM	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
1	2	R. PETERSON	JPS FORD 72D	55	1h 29m 17.0s	192.63 mph	LOCK	FERR	KOMI	NEW	TD 400A	CHAMPION	LUCAS	LUCAS	LUCAS
2	1	E. FITTIPALDI	JPS FORD 72D	55	1h 29m 17.8s		LOCK	FERR	KOMI	NEW	TD 400A	CHAMPION	LUCAS	LUCAS	LUCAS
3	8	R. PRESTON	MALVERN-FORD M2B	55	1h 29m 45.8s		LOCK	FERR	ARM	NEW	TD 400A	CHAMPION	LUCAS	LUCAS	LUCAS
4	3	J. STEWART	TYRRELL-FORD	55	1h 29m 50.2s		LOCK	FERR	KOMI	NEW	TD 400A	MOTOSCAFF	LUCAS	LUCAS	LUCAS
5	6	F. COVERT	TYRRELL-FORD	55	1h 30m 03.2s		LOCK	FERR	KOMI	NEW	TD 400A	MOTOSCAFF	LUCAS	LUCAS	LUCAS
6	10	K. REUTEMANN	BRABHAM-FORD BT42	55	1h 30m 16.8s		LOCK	FERR	KOMI	NEW	TD 400A	CHAMPION	LUCAS	LUCAS	LUCAS
7	25	M. HAILWOOD	BRABHAM-FORD BT4A	55	1h 30m 43.7s		LOCK	FERR	KOMI	NEW	TD 400A	MOTOSCAFF	LUCAS	LUCAS	LUCAS
8	3	J. JACKS	STEREASI 300 350	54			LOCK	FERR	KOMI	NEW	TD 400A	CHAMPION	LUCAS	LUCAS	LUCAS
9	29	D. PUCELY	MARCH FORD 731	54			LOCK	FERR	KOMI	NEW	TD 400A	CHAMPION	LUCAS	LUCAS	LUCAS
10	16	G. FOLLMER	UDF SHADOW-FORD DNF	54			LOCK	FERR	ARM	NEW	TD 400A	CHAMPION	LUCAS	LUCAS	LUCAS
11	17	J. OLIVER	UDF SHADOW-FORD DNF	54			LOCK	FERR	ARM	NEW	TD 400A	CHAMPION	LUCAS	LUCAS	LUCAS
12	9	R. STOMMELSEN	BRABHAM-FORD BT42	54			LOCK	FERR	KOMI	NEW	TD 400A	CHAMPION	LUCAS	LUCAS	LUCAS
13	20	J. P. BELTOISE	BRM F160 E	54			LOCK	FERR	KOMI	NEW	TD 400A	CHAMPION	LUCAS	LUCAS	LUCAS
14	12	G. HILL	EMBASSY SHADOW DNF	54			LOCK	FERR	ARM	NEW	TD 400A	MOTOSCAFF	LUCAS	LUCAS	LUCAS
15	7	D. HALL	TD 400A FORD M2B	53			LOCK	FERR	ARM	NEW	TD 400A	CHAMPION	LUCAS	LUCAS	LUCAS

第1章

PRACTICE 1			PRACTICE 2			PRACTICE 3		
NO.	DRIVER	TIME	NO.	DRIVER	TIME	NO.	DRIVER	TIME
1	R. PREVOST	1m 36.74s	7	D. HULME	1m 36.02s	2	R. PETERSON	1m 34.80s
2	R. PETERSON	1m 36.79s	2	R. PETERSON	1m 36.05s	8	R. PREVOST	1m 35.29s
24	C. FACE	1m 36.89s	5	J. STEWART	1m 36.10s	7	D. HULME	1m 35.43s
4	A. MERZARIO	1m 37.00s	8	R. PREVOST	1m 36.18s	1	E. FITTIPALDI	1m 35.68s
31	J. ICKX	1m 37.01s	1	E. FITTIPALDI	1m 36.26s	24	C. FACE	1m 36.06s
5	J. STEWART	1m 37.32s	4	A. MERZARIO	1m 36.42s	4	A. MERZARIO	1m 36.37s
20	J. P. BELTOISE	1m 37.54s	7	D. HULME	1m 36.53s	5	J. STEWART	1m 36.41s
6	F. COUVERT	1m 37.64s	9	R. STOMMELEN	1m 36.54s	23	M. HAILWOOD	1m 36.44s
61	F. COUVERT	1m 37.74s	0	C. REUTEMANN	1m 36.58s	6	F. COUVERT	1m 36.58s
17	J. OLIVER	1m 37.81s	5	M. BEUTLER	1m 36.67s	20	J. P. BELTOISE	1m 36.88s
10	C. REUTEMANN	1m 37.81s	3	J. ICKX	1m 36.99s	10	C. REUTEMANN	1m 37.06s
19	C. REGAZZONI	1m 37.95s	8	R. PREVOST	1m 37.45s	9	R. STOMMELEN	1m 37.18s
7	D. HULME	1m 37.97s	9	C. REGAZZONI	1m 37.58s	21	N. LAUDA	1m 37.26s
8	R. STOMMELEN	1m 38.03s	07	W. FITTIPALDI	1m 37.72s	11	W. FITTIPALDI	1m 37.50s
23	M. HAILWOOD	1m 38.07s	17	J. OLIVER	1m 37.87s	28	R. VON OTEL	1m 37.40s
21	N. LAUDA	1m 38.13s	20	J. P. BELTOISE	1m 38.07s	3	J. ICKX	1m 37.46s
11	W. FITTIPALDI	1m 38.40s	11	W. FITTIPALDI	1m 38.23s	25	H. GHALEY	1m 38.13s
13	C. REGAZZONI	1m 38.42s	2	R. PETERSON	1m 38.23s	17	J. OLIVER	1m 38.37s
1	E. FITTIPALDI	1m 38.76s	6	F. COUVERT	1m 38.24s	5	M. BEUTLER	1m 38.49s
3	J. ICKX	1m 38.86s	21	N. LAUDA	1m 38.26s	18	C. REGAZZONI	1m 38.50s
17	J. OLIVER	1m 39.08s	25	H. GHALEY	1m 38.64s	16	G. FOLLIMER	1m 38.66s
27	R. PETERSON	1m 39.45s	12	G. HILL	1m 38.88s	26	G. VAN LENHEP	1m 39.24s
27	J. HUNT	1m 39.82s	28	R. VON OTEL	1m 38.87s	29	D. PURLEY	1m 39.75s
25	H. GHALEY	1m 40.23s	16	G. FOLLIMER	1m 39.28s	12	G. HILL	1m 39.90s
12	G. HILL	1m 40.66s	29	D. PURLEY	1m 39.28s			
28	R. VON OTEL	1m 40.82s	24	C. FACE	1m 39.29s			
26	G. VAN LENHEP	1m 41.07s	26	G. VAN LENHEP	1m 39.43s			
29	D. PURLEY	1m 41.12s						
6	G. FOLLIMER	1m 42.16s						
15	M. BEUTLER	1m 43.04s						

TIME CHART



2	R. PREVOST	1	R. PETERSON	2	R. PREVOST	1	R. PETERSON	2
	JPS FORD		MELBURN FORD		JPS FORD		MELBURN FORD	
	1m 34.80s		1m 35.29s					
7	D. HULME	1	E. FITTIPALDI	2	D. HULME	1	E. FITTIPALDI	2
	MELBURN FORD		JPS FORD		MELBURN FORD		JPS FORD	
	1m 35.43s		1m 35.68s					
24	C. FACE	1	J. STEWART	2	C. FACE	1	J. STEWART	2
	QUATTRO FORD		THREBLELL FORD		QUATTRO FORD		THREBLELL FORD	
	1m 36.06s		1m 36.10s					
4	A. MERZARIO	1	M. HAILWOOD	2	A. MERZARIO	1	M. HAILWOOD	2
	REBELLARI		REBELLARI		REBELLARI		REBELLARI	
	1m 36.37s		1m 36.44s					
9	R. STOMMELEN	1	C. REUTEMANN	2	R. STOMMELEN	1	C. REUTEMANN	2
	REBELLARI		REBELLARI		REBELLARI		REBELLARI	
	1m 36.53s		1m 36.55s					
6	F. COUVERT	1	M. HAILWOOD	2	F. COUVERT	1	M. HAILWOOD	2
	TYRELL FORD		MARCH FORD		TYRELL FORD		MARCH FORD	
	1m 36.58s		1m 36.67s					
20	J. OLIVER	1	J. ICKX	2	J. OLIVER	1	J. ICKX	2
	MARLBORO FORD		REBELLARI		MARLBORO FORD		REBELLARI	
	1m 36.88s		1m 36.90s					
21	N. LAUDA	1	W. FITTIPALDI	2	N. LAUDA	1	W. FITTIPALDI	2
	MARLBORO FORD		MARLBORO FORD		MARLBORO FORD		MARLBORO FORD	
	1m 37.26s		1m 37.50s					
28	R. VON OTEL	1	C. REGAZZONI	2	R. VON OTEL	1	C. REGAZZONI	2
	ENGIN FORD		MARLBORO FORD		ENGIN FORD		MARLBORO FORD	
	1m 37.40s		1m 37.58s					
17	J. OLIVER	1	H. GHALEY	2	J. OLIVER	1	H. GHALEY	2
	TYRELL SHADOW FORD		TYRELL SHADOW FORD		TYRELL SHADOW FORD		TYRELL SHADOW FORD	
	1m 37.81s		1m 38.13s					
16	G. FOLLIMER	1	G. HILL	2	G. FOLLIMER	1	G. HILL	2
	TYRELL SHADOW FORD		TYRELL SHADOW FORD		TYRELL SHADOW FORD		TYRELL SHADOW FORD	
	1m 38.66s		1m 38.88s					
26	G. VAN LENHEP	1	D. PURLEY	2	G. VAN LENHEP	1	D. PURLEY	2
	TYRELL SHADOW FORD		MARLBORO FORD		TYRELL SHADOW FORD		MARLBORO FORD	
	1m 39.24s		1m 39.28s					



Why Mr. Jackie Stewart wears a Rolex.

Jackie Stewart appreciates craftsmanship. He doesn't just *drive* cars — he knows as much about their engines and monocoques as does their creator, Ken Tyrrell.

So he understands better than other less technically-minded people, what extraordinary skill goes into making a watch with as many guarantees as a Rolex.

It takes a long time to build a world-beating racing car like the Tyrrell Ford. It takes slightly longer to make a Rolex.

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Our craftsmen start with a solid block of 18ct. gold or surgical stainless steel. After 162 operations they have carved it into a seamless Rolex Oyster case.

Then, gradually, the unique components are fitted: the patented winding crown, which screws onto the case, rather like a submarine hatch; the rotor self-winding Perpetual movement which is so accurate that it has been officially certified as a Chronometer; the crystal which fits outside the lip of the case so that it actually grips even more tightly under pressure.

Finally, after hours of testing, and a year of patient care, the Rolex is ready for someone as particular as Jackie Stewart.



Why Mrs. Jackie Stewart wears a Rolex.

Helen Stewart wears a Rolex because her husband gave her one. It's a Rolex Lady-Datejust. And it's graceful, beautiful and perfectly accurate. It looks as much at home in Scotland or Monte Carlo as she does, which is a good testament to beauty.

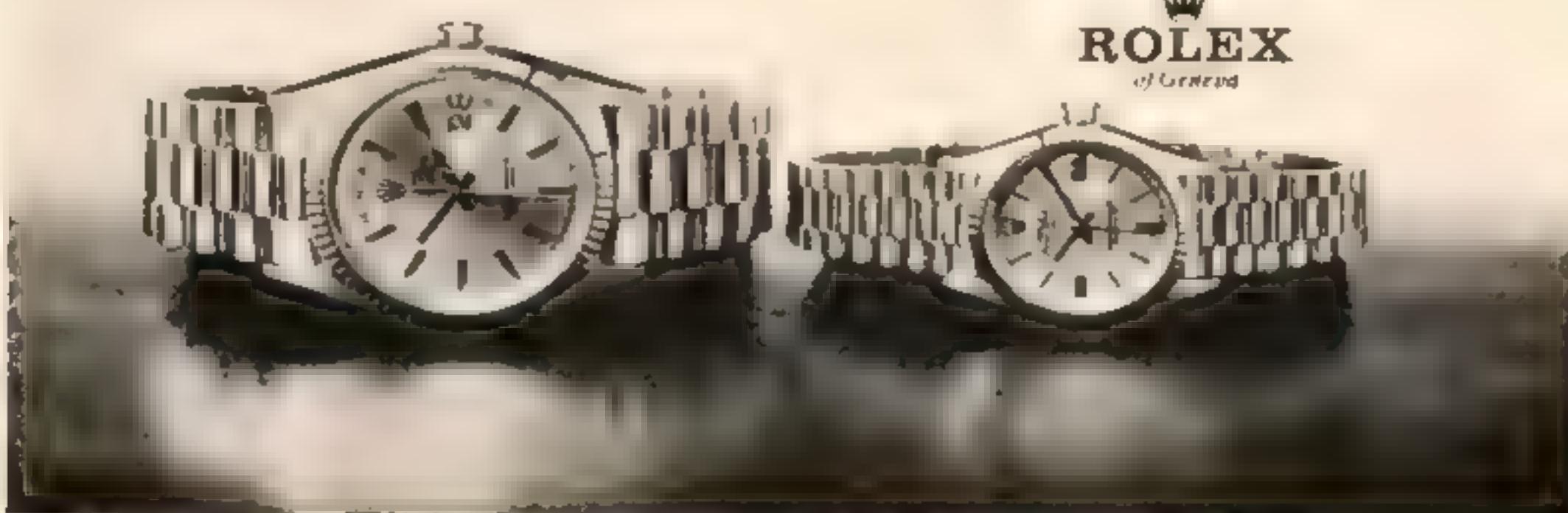
The Lady-Datejust is made in exactly the same way as any other Oyster. So although it doesn't look it, Mrs. Stewart's watch is just as strong as her husband's. It's just smaller. And is fitted with a special, smaller version of the famous, patented Rolex Winding Crown.

The rotor self-winding Perpetual movement of each Lady-Datejust undergoes all the tests carried out by one of the Swiss Institutes for Official Chronometer Tests: 360 hours hanging in extreme temperatures, in every possible wrist position.

Our craftsmen are always delighted to hear from people like Haroun Tazieff and Thor Heyerdahl how well their watches have performed inside live volcano craters or awash on the Atlantic. And it pleases them to know that someone like Jackie Stewart thinks a Rolex is good enough for his wife.

Owning one is almost as satisfying as making one.


ROLEX
of GENEVA



Pictured: The 18ct. gold Day-Date and Lady-Datejust, both with matching bracelets.

Damn and double damn, another great race gone to hell before our eyes suddenly there was nothing to stop another performance just like Austria from the black and gold mob—maybe Emerson all power to him would get a third of the way towards that title after all. If he went by Peterson again and managed to finish this time and then went on to score at both North American rounds he could conceivably snatch back his crown from its 24 point deficit. Stewart obviously wasn't going to win anything today, he was far back down in the pack, after his tyre change had gone rather awkwardly. He had however managed to stay on the same three and a half mile lap and now he was driving as hard as he could, but to expect him to make up such a gap was too much; things have changed a little in GP racing since Clark did his fantastic catch up at Monza.

Between these two main centres of interest at front and back, Wilson Fittipaldi had found his brakes going completely and quit; Von Opel and van Lennep, both watched their temperature gauges rise off the dial and retired, poor old Pace, who had been stuck into a keen old run right behind Reutemann with Hailwood to back him up had a second front tyre explode in his face—this was at high speed on the run back from the Lesmoe so he parked in the escape road there at the Vialone chicane. A mechanic came out and they fitted a new wheel, but when "Mnco" tried to drive around to the pits to retire comfortably, the marshals refused to permit it, so he had to sit there the rest of the day trying in a desultory manner to take an interest in the race. Each lap as the remaining Ferraris went by he could see how a piece from his tyre had damaged its radiator ducting so Ickx too was nursing high temperatures.

Gradually as usual all the other dices died away, Ganley had to give up a spirited pursuit of the two works Shadows when his rear aerofoil, adrift for many laps, required attention and later on his nose bodywork needed fixing as well. Of the two UOP cars Oliver was nursing a case of clutch slip, while Follmer was just keeping on top of what he has become convinced is a case of chassis flex. Hill in the third one, plagued all through practice by bad fuel pressure, despite altering everything before the race was still plagued. Stommelen had been going well but then a plug lead came off and required a pit stop to fix it. Then Rolf came to a stop at one of the chicanes after a moment and apparently before being allowed to continue had to climb out and engage in debate with the marshals. Regazzoni's engine started a period of bad performance which ultimately caused him to quit, although it later was revealed to be a simple coil gone. Bad. Beltoise stopped to change a puncture and continued, but Lauda had trouble with tyres of a worse sort; as he jammed on the brakes for the Parabolica the car suddenly darted away from him and charged the rail at almost the same spot where Jochen Rindt crashed. It was thought by the team that a tyre had burst for there were found to be tell-tale marks on the road but for whatever reason Niki had his second severe crash in as many events—this time he was unscathed. Beuttler joined the reluctant list of retirements, after changing a puncture on his own; when he changed from fourth into fifth on the straight past the first pits the lever came off in his hand. It stayed on the job long enough to select neutral for him, so as he coasted to a stop there was no way to get going again.

For most of the race there was a race of sorts between Cevert, Reutemann and Hailwood. They were not close but they could all see each other and it was worth while keeping an eye on the two gaps, indeed for a while Surtees seemed to be closing on the Brabham, but then Mike bent a wheel on a chicane and that was that. So there was nothing much to watch except the remarkable progress of a blue comet shooting up through the field.

Incredibly Stewart was making back all that lost ground, he passed Hailwood into sixth and then took Reutemann into fifth and suddenly loomed in the mirrors of his team



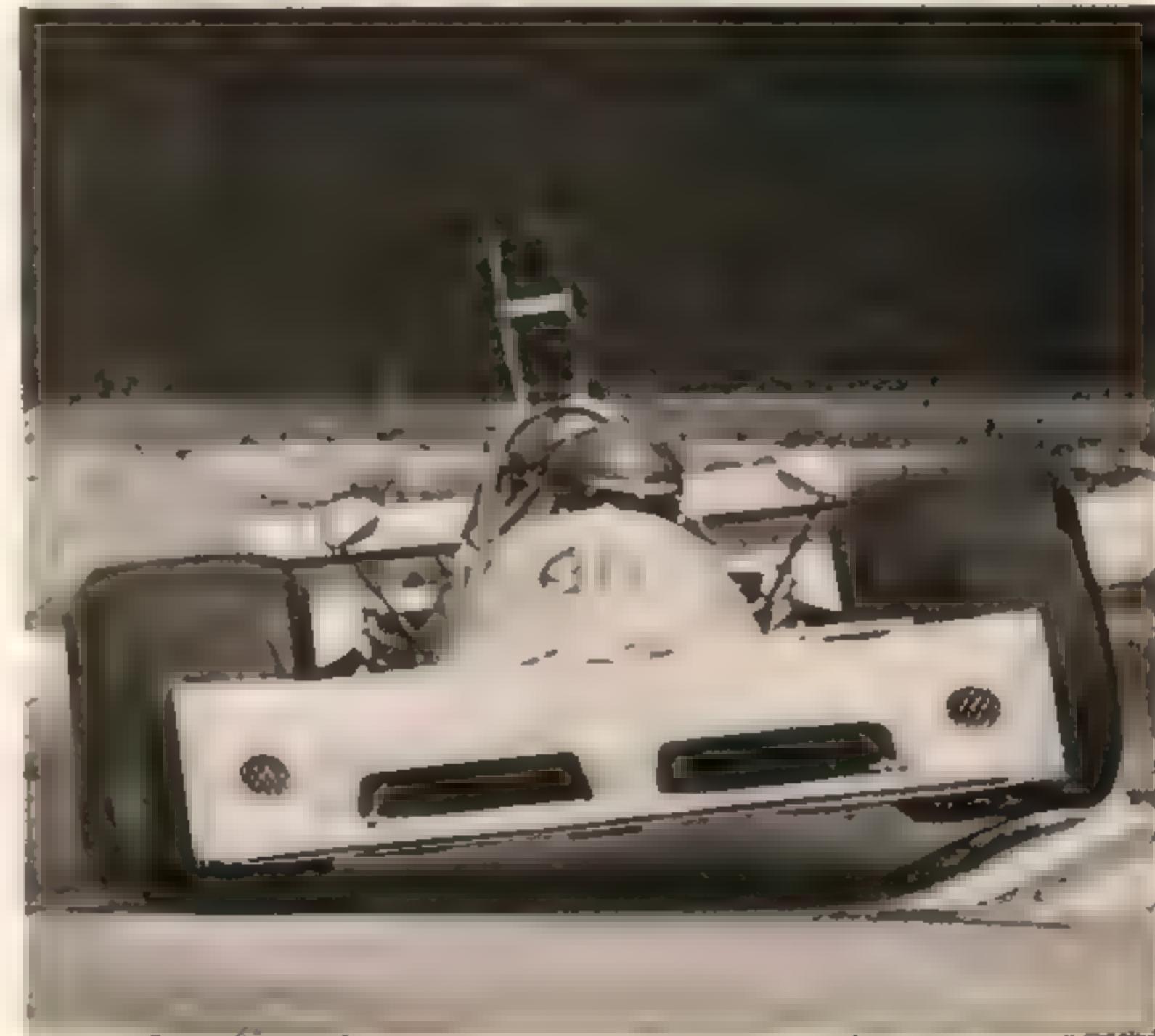
Cevert pulls out of the striking distance of Pace, Bruttler and Reutemann

mate. In a couple of laps he was right there and loyal Francois let him by readily. Then it was the fourth place that could decide the championship or keep it alive if Fittipaldi passed Peterson. As Stewart sliced fractions off the gap that separated him from Revson (in plain sight now up ahead—scarcely the length of the Vialone chicane away), just as many eyes were watching for the JPS pair to pop into sight. Which helmet was it first? No, still the blue one. The spark of brilliant red was still behind, surely Emerson would take over and get the extra three points?

There it was the 55th lap and Stewart was

within 3 s of Revson that time—already having done the lap record on the 51st lap. The Lotus pits must have been aware of the situation but still Ronnie led Emerson round the Parabolica for the last time and up to the line. As they swept by the end of the pits and Chapman stepped out to flag up his hat Ronnie saw it and automatically lifted his foot. He'd won his race, the boss was signalling so. He had forgotten for the instant, he said with a sheepish grin later, that the actual finish line wasn't at the Lotus pits but up at the other end—so just at that point Emerson almost won after all.

Beuttler mounts a chicane kerb before the gear lever broke



If Stewart retires— who's next?

KEN TYRRELL talks to MIKE DOODSON

What sort of announcement did Jackie make at today's press conference (after the Italian GP)?

Let me first put you right about this "press conference." Jackie didn't call it, as was suggested, in fact he agreed to go along in the belief that it was all something to do with this latest arrangement which the constructors have made to make our drivers available to the press after practice or the race.

What Jackie said was the same he's been saying all along, is he has not decided what he's going to do, and he'll be making his announcement some time in the middle of October.

I don't believe that another year as reigning World Champion would influence Jackie's decision. I think when he decides that he wants to get out, for whatever reason, he will do just that. We all know that he's got a young family; he feels he has a responsibility to spend more time with them, and I believe it's this more than anything which will affect his decision to retire, when he makes it.

Is he enjoying his racing as much as ever? I think the answer to that question really lies in today's race, and I can tell you that he really enjoyed himself today. He loves driving, he really does, and he put in some incredible laps after his pit-stop. I wouldn't say that he loves driving if his car is not competitive, but that's not something which you would expect.

Jackie hates doing wet tyre-testing, for example, but once you get him in a car, even in the wet, you can't get him off the track. He's never been a driver who's hard on a car, even when he's driving it on its limit, as he was today. For example, he never takes as much wear out of the brake pads as other drivers in the same car. And he has very few engine problems, although this has been a very fortunate year for both our drivers. Our practice blow-up yesterday was the first time this year that we've had to take an engine out of a chassis because there was something wrong with it.

Assuming that Jackie does retire, will you be looking for one of the "available" stars like (say) Ickx or Amon as a number one driver to replace him?

I don't think Grand Prix racing today has any "number ones" or "number twos." The number one driver in any given team is the one who's doing the winning, and the days of number one drivers are gone. So, if one of our drivers was to retire at the end of this year, we would be looking for another driver who could win.

If I were looking for a driver, obviously I would be considering all those who are available, and before I started looking I would have to decide whether to go for a known driver or someone who's up-and-coming.

You went talent-spotting at Rouen in June, so might I ask if you saw anyone who could do with encouragement?

Yes, I thought at Rouen—though he wasn't in a very competitive car—that Ronnie Peterson looked as though he might go places!

Seriously, though, among the non-graded drivers I think that Jochen Mass and Patrick Depailler have done very well. In fact, we're putting Depailler into our third car for Canada and the USA. We haven't given him a run so far this year because we can't prepare and race three cars on a regular basis, the work involved would be too much.

We would have given Depailler a run at Ricard if we'd been in a more comfortable position with the World Championship than we were.

The "flat-top" Tyrrell hasn't shown everywhere it's raced, and it started last year rather disappointingly. Are you happy about it now?

Just how do you judge a successful car? We won the two last races of 1972 with it, so we felt we had a fair car with which to start this year. OK, Brazil was a bit of a set-back, because we weren't competitive; maybe it's the same old story, that when you're winning you tend to let the development slacken a little, or you do the sort of advanced testing which takes longer.

Three weeks ago, at the Osterreichring, I don't believe we were as "uncompetitive" as some people like to suggest. They all seem to forget that only a fortnight previously we had won the German GP, finishing first and second by 40 seconds in front of the accepted King-master, Jacky Ickx, in a very good car.

At Osterreichring we were second to Ronnie by nine seconds only, so we must keep these things in perspective.

Now that Jackie has settled the Drivers' championship, will the Constructors' title have any significance to you or to Elf?

I don't think Elf pay any attention to it at all, they certainly never mention it in their press releases. And it doesn't really mean a great deal to us, because we don't build cars for sale at all.

But where the Constructors' championship is important for us as a team is that Grand Prix racing is very competitive, yet there's a very friendly atmosphere between the teams, so it becomes important for us to beat the others in a friendly sort of rivalry. But it ends there, although of course it's obviously not the same for a company like Lotus, who build cars for sale.

You described yourself in 1970 as a "reluctant" constructor. If Matra, for example, came back into Formula 1 and offered you a car, would you be happy to run it for them?

We would certainly be happy to run a car for anyone who offered us the right machinery. I still have no desire to be a constructor, being one means nothing to me, and we build our own cars because the alternative is that we get out of F1 racing.

Italian GP nears the end, but no smiles yet in the Tyrrell pit.



I would only want to run someone else's car if there was security, an assurance that it wasn't going to end in 12 months' time. But having found out the hard way how to become a constructor I wouldn't want to give it up altogether, and we would still want to build some form of racing car to keep our hand in.

This summer's behind-the-scenes negotiations seem to have had the result of turning the CSI into a mere rubber stamp for decisions made by the F1 Constructors and by the GPDA. Is this entirely a desirable state of affairs?

To answer a difficult question very briefly, it is an over-simplification to say that the CSI has become a "rubber stamp." World motorsport needs a world governing body, and most of the groups of people involved in motor racing today accept this fact that we've got to have the stability of world-wide decisions.

It's been the case for many years past that the CSI has taken decisions to change things, and often—if we take the cars themselves—they've done it without any reasonable notice. What's more, the decisions have not always been very sensible ones.

I think we're coming to a stage now where all the disagreements between the various bodies, and the complaints about the CSI itself, are coming to an end. I think the CSI now accepts that if you are talking in terms of "what shall we do to make a racing car safer?" then you talk to the people who build the racing cars. In Formula 1 alone there are something like 10 constructors, and if the question of safety is put to those ten constructors they are not going to a low a minority to say that the cars are all right as they are, or that they should be left as they are, when we all know that there are grounds for changes.

This is a constructive development, and the CSI people know that they've got to approach the constructors if they think that something should be done to make the cars safer, or if they think they are going too fast or have too much wing on them. Largely speaking, the constructors are almost the only people who have the right qualifications. Similarly with the GPDA and circuit safety: they're a responsible body whose views should be listened to, no more or less than the constructors'. This doesn't mean the CSI has become a rubber stamp.

The circuit owners made their views known today. How seriously do you take their demands?

I only saw their press release briefly, but it's all the old question of people who don't know what they're talking about asking for changes in the formula, something which they don't understand.

Do you see any need to change the basis of the 3-litre Formula 1?

A time will inevitably come when Formula 1 needs to be changed, but we're not at that time now, and when the time does come the reasons will be obvious why we must change it.

Until then, I can't answer your question. What we have now is a superb formula, it's very, very competitive and masses of people come to watch it, so it must be what they want. I think it's fantastic.

And who cares that the Ford V8 has been around for seven years or whatever? Perhaps there's more development in it yet, but only Keith Duckworth knows that, and he seems to keep very quiet.

When will your new car be ready?

Derek Gardner, our designer, has been very busy, and he came to Monza for the day on Thursday only. The 1974 car is getting further and further behind, and it won't be ready to race until Kyalami.

We're still developing the present car. Our spare chassis, the one which runs in "wedge" configuration, has things on it other than the different aerodynamics. But it's on the cards that its aerodynamic features will be on two of the cars which we race in Canada in two weeks.

Italian Grand Prix

With a drive of a lifetime in his Tyrrell/Ford—smashing the lap record time and again, Jackie Stewart clinched this third World Championship using Armstrong shock absorbers.

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WE ARE RESPONSIBLE FOR THE PAINT ON "MR. REVELL", WHICH IS FEATURED IN THIS ISSUE

A black and white illustration of a car being spray-painted. A large spray gun is held over the car, with a thick stream of paint being applied. The word "SPRAY" is written in large, bold letters across the spray. The car is a light-colored hatchback. In the background, there is a brick wall and a sign on the left that reads "11-16 MILES PLACE DELCE ROAD ROCHESTER KENT". On the right, there is a sign that says "£1 PER WEEK". At the bottom left, the phone number "PHONE: 0634 47940" is written diagonally. At the bottom right, the text "AWARD WINNERS" and "BEST PAINT AT C.C. SHOW 1971, 1972 AND NOW 1973!" is displayed. Below that, a small line of text reads "FOR AROUND £1.00 PER WEEK YOU TOO CAN HAVE A SHOW WINNING FINISH LIKE THIS. JUST PHONE OR SEND SAE FOR DETAILS. EASY TERMS AND NO DEPOSIT".



Tim Schenken scored his first F2 win of the year

NORISRING F2

Schenken heads Motul trio

Story and pictures by JEFF HUTCHINSON

Having demonstrated to the rest of Europe how efficient the BMW steamroller has been in F2 this year, they failed miserably on their home ground at the Norisring on Sunday when Tim Schenken led home Tom Pryce and Henri Pescarolo to make it a convincing Motul hat-trick. Despite powering seven of the small entry of 18 cars, BMW's luck was completely out, the only face-saver being when Jarier scored a brilliant victory in the second of the two 50-lap parts and also set a new lap record. Jarier was leading the first part when a bolt dropped out of the throttle linkage and he stopped after 10 laps.

The first three Motuls were all powered by different engines, Schenken winning with a development Racing Services BDA, Pryce proving slightly quicker with his Smith-tuned FVD but dropping back with brake problems while Pescarolo had a miserable time with a Schnitzer BMW engine, but still managed third despite dropping four laps behind overall.

ENTRY AND PRACTICE

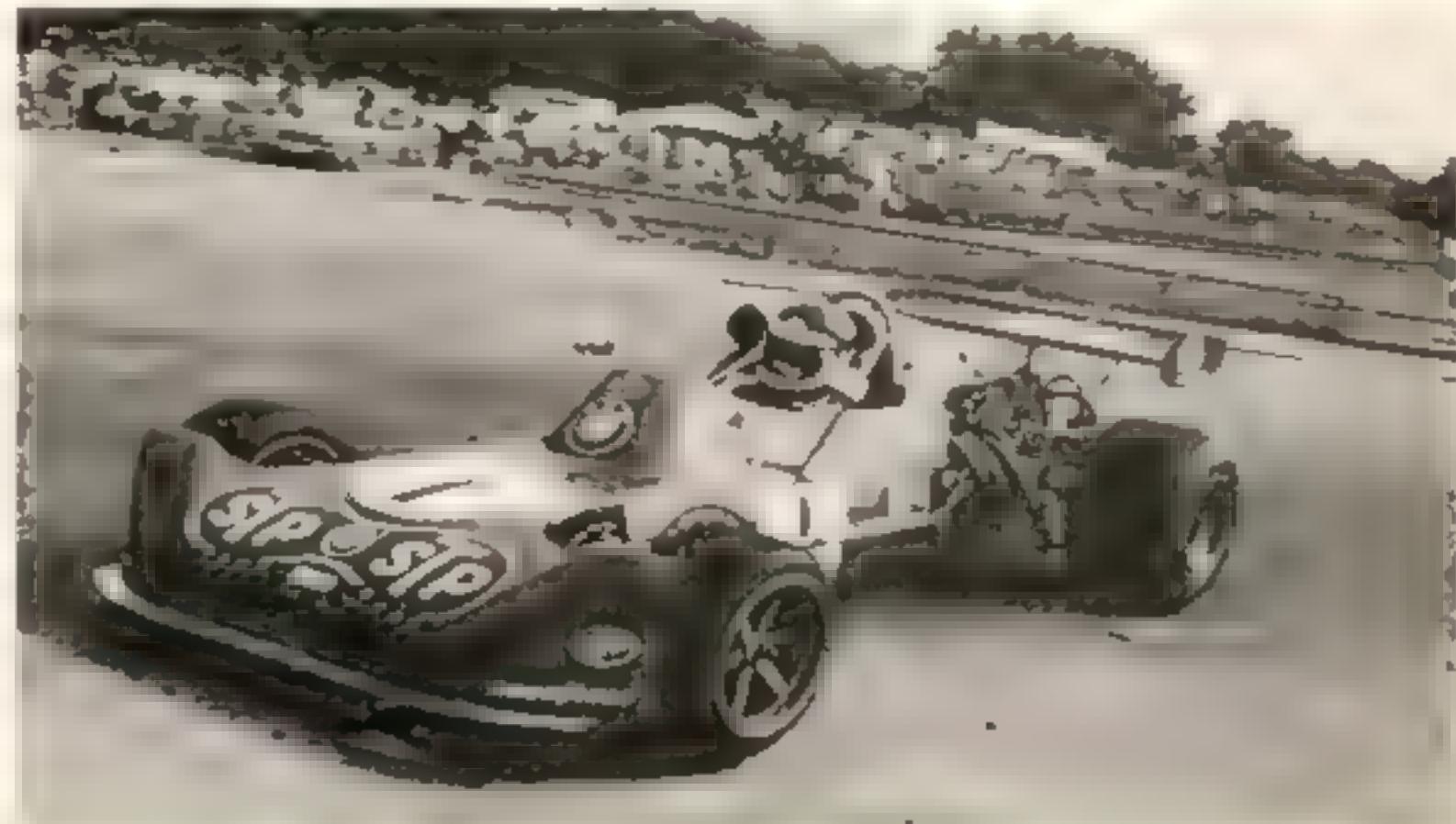
The Norisring races are some of the best in Germany. Not from the point of view of a good circuit, for it's a tiny, twisty "go-kart" affair where one lap takes a little over 50 s, but the whole event is staged and run in the beautiful surroundings of a huge park, complete with boats, a fairground and sports stadium. With Salzburg not so far away the organisers were expecting a good entry for this race, but 11 cancellations just two days before left only 18 cars to do battle. Fortunately the small track and the short lap times meant that the thin field would not be so noticeable and with beautiful weather the organisers were expecting their usual big crowds.

Making his first appearance since clinching the title at Enna was Jean-Pierre Jarier and his works March-BMW, his car heading the entry along with the second car being run for Hans Stuck. With BMW only a few kilometres up the road, the team were out to do well here. Jarier set the ball rolling as usual and was quickest in the first of the three one-hour sessions held on during Saturday. In the second session he was also quickest getting under the outright circuit record when he set a 51.8 s. He was sharing this time with the similar car of Jacques Coulon, but in the final few laps of practice he repeated his Enna performance and went out to go even faster setting a final best of 1 m 51.2 s.

Coulon retained his front row position with his time of 51.5 s while a doubtful third quickest time was given to Bill Gubelmann who was credited with a best of 51.7 s. He thought it was probably not right, but was obviously not going to correct things, and other times also seemed a bit doubtful when it was discovered that all the electronic

timing equipment had gone wrong and most of the timing had been done by hand. Stuck was given the next quickest time of 52.1 s, him driving pretty spectacular at times, but without the consistency of Jarier. Stuck had tried both low and high profile Goodyear tyres as had Jarier, Jarier opting for the highs while Stuck decided to stay with the lows claiming that the highs made the car oversteer too much.

Jean Pierre Jarier drifts his March through the Esses



The first non-BMW-powered car was the Smith FVD-powered Motul M1 driven by Tom Pryce. Pryce was driving very smoothly all day and set a very creditable 52.2 s. No less than four cars shared the same time for the next places on the grid, these going to Roland Binder's March BMW with a suspect 52.9 s, and the two Motuls of Bob Wollek and Tim Schenken. Wollek's powered by a Cosworth BDA and Schenken's by an experimental Racing Services development BDA unit. The fourth car sharing this time was driven by a new face in Formula 2 and in Europe, Japanese "ace" Motoheru Kurosawa. Former Datsun works driver, twice Japanese champion and winner of the Japanese GP this year he has come to Europe for the final rounds of the F2 Championship and has taken over the ex-Colin Vandervell March-BMW, still being run by Brian Lewis Racing. With his effort backed by Bridgestone he was forced to run this rubber, the Firestone men taking a close look as they fitted up some wheels for the team. Kurosawa was obviously making the best of what he had, for within a few laps he was going very well and may well have improved on his time had not his engine blown a head gasket in the final session.

Team Pierre Robert entered their BDA powered GRD for Stenn Gunnarsson, the Swede setting a 53.0 s to complete the fifth row of the grid. A very miserable looking 11th quickest was Henri Pescarolo in the slowest of the Motul team's cars. He should have been the quickest, for after a deal with Schnitzer his car was running a Schnitzer BMW engine for the first time. After misfiring problems and a broken driveshaft early on he finally got going, but found the engine no better than his usual Ford mill. He also thought there was something amiss with the handling at the rear end of the car and as darkness fell on Saturday night, the mechanics and Schnitzer were trying to improve matters to better Pescarolo's best of 53.3 s.

CIRCUIT	
1	Coulon
2	BMW
3	51.5 s
4	51.7 s
5	51.8 s
6	52.0 s
7	52.1 s
8	52.2 s
9	52.2 s
10	52.2 s
11	52.9 s
12	53.0 s
13	53.3 s
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Silvio Moser's faithful old Surtees TS10 was the only Surtees at the race and he set 53.7 s to head Brendan McInerney's GRD-BDG with a best of 54.2 s. Bringing up the rear was Swiss Jo Volanthen with his well-used GRD-BDG with best of 54.5 s and Gunnar Nilsson's similar car from the Pierre Robert team with a best of 57.5 s.

HEAT 1

For race day both Kurosewa and Pescarolo had fresh engines, the small 15-car grid lining up in front of a not so large crowd after the local press had given the entry a bit of a rubbishing, but at least the weather was very hot. After a slow pace lap the field got away to a clean start, Coulon getting the jump on Jarier as the field roared off to the far hairpin. Coulon held his lead for the rest of the lap and at the start of the second lap it was Coulon just ahead of Jarier with Stuck next a couple of lengths back. Behind Stuck, Gubelmann was holding off Pryce, Wollek, Schenken, Kurosewa, and Pescarolo.

As the laps rolled by Coulon held his lead over Jarier. But only just, for Jarier was scratching to find a way past through the corners, but could not pull out enough extra speed on the short straights to do it. Stuck held station a few lengths behind while Gubelmann was obviously holding up the next bunch who stayed close together until Pryce found a way by going into the hairpin on the fourth lap. He immediately pulled away and then it was the same story until lap 10 which is how long it took Wollek to get by. Lap 9 saw some excitement at the tail end of the field when Volanthen and Binder made a dramatic exit at the hairpin during a four-car dice with Nilsson and McInerney. Binder tried to outbrake Volanthen while making up places from a bad start and as he went inside the Swiss cut across. The result was bent rear suspension for the Swiss and front suspension for the German, leaving McInerney and Nilsson to battle on their own.

Lap 9 also saw Jarier finally get ahead of Coulon but he only stayed ahead for a couple of laps but then did not come around again. His car had rolled to a stop behind the main grandstand when a bolt fell out of the throttle linkage. Coulon was now holding a stronger lead than he had before with Stuck the same few lengths behind, but it really was not STP-March and BMW's day, for Stuck was out four laps after Jarier when the gear-change linkage broke.

And then there were 11. Pryce was doing a great job in second place despite brake problems (which most of the drivers were having caused by the bumpy track and excessive use of the brakes), and he closed up on Coulon to within a few lengths and was just waiting for the Frenchman to make a mistake. The mistake never came, but at two thirds distance it looked as though March-BMW were destined not to do well at their home track. Coulon rolled to a stop just past the

Ford of Cologne boss Mike Krusfuss catches up with the latest news



Tom Pryce had his best F2 race to date with a fine second

pits with a dead engine and lost six laps while mechanics traced it to a screw which had fallen out of the distributor rotor arm. Coulon got going again but only lasted a short while before a blown head gasket put him out for good.

The dice for third place between Wollek, Gubelmann and Schenken was still a close one for Schenken could not get past Gubelmann's March, while Wollek was not pulling away because his airbox had slipped loose and the engine was down a little on power. Pescarolo was falling further back, his new engine apparently worse than the practice one! Schenken's problem was solved around half distance when Gubelmann stopped out on the circuit with a dead spark box.

Kurosewa had been going very well in the opening laps but was having big problems with locking front brakes and very nearly went straight on a couple of times. He eventually fell back even further with a loose rear wing which he had to stop and have fixed in the pits after a support bracket had broken.

By the closing laps only Pryce, Schenken and Wollek were still on the same lap, Pescarolo having fallen a lap behind. Wollek was eventually caught and passed by Schenken after Gubelmann's disappearance, but Wollek then lost a lap when he also had to make a quick stop to fix a drooping rear wing which was removed altogether.

It looked as though Pryce was going to head the Motul sweep but shortly before the end his brakes faded going into the hairpin after the pits and he slid straight on and then spent precious seconds trying to restart the motor which had stalled. Schenken went ahead to take the lead and victory of the first part while Pryce just managed to get going again before being lapped by Schenken and before Pescarolo could take third place. Silvio Moser finished a distant fourth, Gunnar Nilsson fifth and Wollek sixth after his stop, which eventually put him two laps behind Schenken. McInerney finished seventh dropping back with fourth and fifth gear problems, his hand showing a great blister where he was having to hold the car in gear for the last 20 laps. Eighth was Nilsson who dropped back after a spin while Kurosewa came in ninth four laps down after his pitstop.

Pryce was unlucky not to have won after a very good race, although he did manage fastest lap as a consolation with a best of 53.1 s, most of his times a consistent low 52 s.

HEAT 2

Of the 15 starters in the first part only Coulon was missing after the three hour break to the second part. Pescarolo's men had done a quick engine change to one of the saloon car racer's spare engines and the damaged car had been patched up. Jarier was a bit too keen at the start but nobody seemed to mind when he jumped from 13th to third position within a couple of hundred yards of the flag—his "boot" was full in while the front row were still cruising to the start line

He tucked in behind Schenken and Pryce, the Australian just outdragging Pryce away at the start.

By the end of the second lap Jarier was out ahead however after passing both Pryce and Schenken down the straight and despite a rear wing that suddenly peeled over and looked very unsafe after one of the support stays had broken, he continued to pull away. Jarier took the official record at 51.9 s from Pryce. His only remark about the broken wing was that it caused the rear brakes to lock up a bit under braking.

The real battle of the race was between Schenken and Pryce. Pryce was really flying and after eight laps he managed to get ahead of Schenken, his FVD engine going much better than Schenken's RS. Once again though it was Schenken who had the last word for in the closing laps Pryce was still having brake problems and Schenken went ahead again. Pryce dropped well behind by the finish but still a very worthy second overall and Tim was the first to admit that he was a hard man to beat.

Stuck took fourth place in this heat but never seemed to really get going as well as Jarier. He had a couple of moments which cost him some time and he ended up suffering the indignity of being lapped by Jarier, despite his wing problems. Pescarolo came home a distant fifth three laps behind the leaders, his third engine of the weekend seemingly no better after three laps and it was thought that its poor performance and high oil temperature problems was caused by the oil lines being too small gauge. He was lucky to have taken fifth, for most of the race he was being led by team-mate Wollek after they had had a great dice in the opening laps, but unfortunately Wollek's gearbox broke just a few laps from the end. Wollek pushed the car over the line to finish and earned himself fifth place overall despite all his problems. It was that kind of a race.

Fourth overall went to Nilsson who did little special but last the distance. He was dicing early on with McInerney who was forced into the pits with a broken exhaust pipe and then electrical troubles but with the few runners there were around at the end, the Irishman still managed sixth overall. Moser dropped out with a dead engine after a bad misfire while Gubelmann was going well early on and mixing it with the trailing 208 Motuls before a battery lead broke and put him out again. Kurosewa looked like he might get a look in at Stuck's fourth place at one stage, but then fell back a little with more brake problems before he finally went out for good with a blown engine.

Mercedes-Trophée
Formula Two Championship
September 9, 1973
120 laps, 276 km
1 Tim Schenken, Moto Racing Services BDA M11, 1h 48m 40.9 s, 53.21 km/h
2 Tom Pryce (Metcalf-Smith FVD M11), 1h 47m 59.1 s
3 Heinz Pescarolo (Moton Schenkel BMW M1), 116 laps
4 Gunnar Nilsson, GRD BDA 273, 112 laps
5 Bob Wollek, Motul-Cosworth BDA M1, 111 laps
6 Brendan McInerney (GRD Cosworth BDA 273), 99 laps
7 Michael Kurosewa (March BMW 732), 93 laps, 8. Hans Stuck, March BMW 732, 74 laps, 9. Silvio Moser (Suzuki BDA TS10), 73 laps, 10. Jean-Pierre Jarier (March BMW 732), 70 laps
Fastest lap: Jarier 51.9 s, 130.5 km/h

Purely personal



"Accept it—
we have got
nobody from inside
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gate."

By IAN PHILLIPS

Quit moaning

Having attended a few of the recent spate of celebrity races, either as a spectator or competitor, I have been rather alarmed at the attitude of a number of the hardcore of club racing drivers towards the inclusion of such races in the programme.

Their general mean seems to be that they go racing, generally unsponsored, every weekend providing the promoters with something to sell to the public and for their troubles they get little in return in the way of publicity or any sort of reasonable financial reward. Their attitude seems to be one of jealousy in that the invited celebrities from other walks of life get a tremendous build-up, VIP treatment at the circuits, a free race with car provided and half of them cannot even drive decently.

I find this attitude rather unnecessary and certainly lacking in foresight. For nearly six years the club racing scene in this country has been in the doldrums. It certainly has not been because the standard of racing has been low; quite the opposite, we've had some tremendous years of F3 racing, special saloons were good for a time, and now we have Escort Mexico and G1.

The decline came when the promoters lost their best method of attack when the short sighted gentlemen of Whitehall robbed us of pirate radio. Back in 1966 when it was all gelling up nicely the pirates had not only introduced their own personalities to the

sport but it created some from racing itself racing at that time was getting its own identity with the young generation (I should know, I was one of them). Unfortunately, the government act came in just too early (it should never have come anyway) for racing. The foundations were not quite finished. We managed to survive on what had been done for maybe a year. Then came the Bump. Then this year, came the Luxembourg tie-up, followed by the unprompted Radio One involvement and now the music and TV magazines are getting excited about it and laying on special days and importing the stars. The rather weak argument of the "professional" club drivers is "why not use us?" The reply must go "but who are you?" Really, we just have no true personalities of our own who are big enough to be promoted nationally to bring in the crowds.

It's a strange circle but to become a personality big enough in your own field you need to put yourself across to a lot of people in the first place. Because of the state of motor racing in the past few years this has not been possible outside of F1, because other than the hardcore 2000 that turn up at every club meeting nobody else has even heard of you. Now, if by bringing in celebrities from other walks of life the crowds grow to 10,000 or more, then the people that can help create personalities will take notice. National newspapers will have to take more of an interest if so many thousands can actually go to watch, there must be so many more thousands who have been unable to, because they live a million miles away, but still want to know. Like motor racing needs spectators, they need readers which means giving them what they want. It's when the mass media gets interested in a big way that we can really start going to town.

But, accept it—now we have got nobody from inside the sport in Britain whose name will add thousands to the gate. The disc jockeys, sports personalities and politicians have proved they can, and the race promoters must capitalise on this and use the resultant media coverage as a base for putting racing on a sound footing so that it can generate its own support. I believe that we are on the right track now; there is still a long way to go and much careful manipulating needed. Okay, so your actual racing drivers feel left out but they should be patient and join in with the spirit of things now, instead of moaning because in the long run if things work out right they will be the names in British racing.

Dave Lee Travis signs autographs at Brands last Sunday and helps to bring in the crowds. But are the club drivers jealous of the attention?



Give us our prizes if we won them

I would like to put in a plea on behalf of the real club racers now, generally those not going for our "big money" championships. We don't expect (quietly we live in hope) much more than a tenner or a small trophy for winning, we really do it for our enjoyment (ego). But if you state in the regs that certain prizes will be given, please let's have them. I know of many club drivers who have never received their £5 or whatever it might be, it's happened to me. If I had the space I'd tell you about a great drive at Cadwell Park in April 1972 . . . but I haven't— you're lucky! Anyway, suffice to say I'm still waiting for my trophy and so are many more like me. If you don't want to give us anything, fair enough. We'll still come but don't lead us on, please.

Still on the subject of prizes, how about a little more ceremony about presenting them to all those who have earned them—on the day not by post three weeks later when it's all been forgotten. I don't mean national anthems and that sort of rubbish but why not dish out the cheques or whatever in the clubhouse afterwards—this is possible at most of the major circuits. It would cost nothing—we'd be in the bar anyway and will continue to buy our own drinks. I gather that the BRDC did this at Silverstone at their recent bank holiday meeting and judging by the number of cars parked around the clubhouse it must have been a success. I hope it was and that other clubs will try and do the same thing.

Just a little speculation

Motor racing lives on speculation for nearly nine months of the year these days; it's something that I enjoy doing very much and thankfully have the opportunity to do it professionally. The other night I sat down with a couple of others in a similar position and we thought about a Formula 1 grid in, say, five years' time. It was generally a serious discussion but as you will see the odd joker crept in. The list below contains very few current F1 names, the dividing line, except in two border line cases being drawn at one season's F1 experience up to now. If somebody else would like to turn it into a grid I'd love to see it. Anyway the list came out as follows:

Tyrrell: Jochen Mass, Ray Mallock
Lotus (OFS 7): Tom Pryce, Tony Brise
McLaren: Jody Scheckter, Vern Schuppan
Hesketh: James Hunt
Ferrari: Carlos Pace, Arturo Merzario
March (Matra 7): Jean-Pierre Jarier, Michel
...
Matra: Bob Wollek, Alain Cudini (or Patrick Tambay)
Surtees (GRD-Honda 7): Bob Evans, Hiroshi
Kondo
Brabham: John Watson, Damien Magee
BRM: Niki Lauda, Ian Taylor, Mike Wilds
Frank Williams: Gjaja van Lennep, Geoff
...well (Lella Lombardi 7)
Shadow: Brett Lunger, David Loring
Tecno: Jimmy Young, Bruce Forsyth
Any comments?

Seriously, though, it gives some idea of who, among the current crop of F3 or F5000 drivers that we journalists have seen performing and believe have the ability to make it. Time alone will tell.



Some of the distinguished guests (from l to r): Johnnie Walker, David Simmons, Dave Lee Travis, Steve Jones, Emperor Rosko and winner Noel Edmonds

BRANDS HATCH

Noel Edmonds stars in celebrity race

Another of the special novelty race meetings was held at Brands Hatch last Sunday. Organised by the BARC (Surrey Centre) it was sponsored by Dee Jay and Radio Monthly magazine. They assembled their own team to race against a team of Radio 1 DJs, the men from the "heeb" showing that they had learnt from their race earlier in the season by taking an overall points victory, thanks to a splendid drive by Noel Edmonds, who started on the fifth row and led by the end of the second lap. All good clean fun which the thousands of spectators enjoyed. The rest of the meeting was made up of championship GT, ModSports, SuperVee and Group 1 races and a non-championship Formula Ford, all of which weren't all that inspiring.

The trophy for the Formula Ford race was presented by possibly the youngest person ever to present a prize, four-year-old Louisa Cres, daughter of the publisher editor of Dee Jay and Radio Monthly Ben Cres. Lucky recipient of the prize was Rob Wicken who had a hard task in beating the most travelled man in British club racing Peter White. White's Pallas led from pole, but Wicken's Maldstone Service Station Merlin Mk 17A edged past at the end of the first lap. After persistent pressure, the Pallas led again at Paddock on lap seven, but the tables were turned again at the same corner a lap later. Wicken held on to his lead thereafter and although he made a slight error at Kidney on the last lap, the Merlin took the flag by 0.2s. After a slow start from the middle of the front row, Peter Andlaw got his Cornerway Restaurant Dulon ahead of Barry Hopwood's Micron on lap seven to finish third ahead of Jeremy Sumner (Dulon LD4), who demoted Hopwood on the last lap.

The Britax Production saloon championship round was split into two races the higher priced models coming to the line first. Although Tony Lanfranchi's Aramis 3.0 BMW 51 poked its nose in front just before Paddock, Richard Lloyd's A. J. Rivers-Simoniz Racing Chevrolet Camaro Z28, was leading as they swept into Paddock. Lloyd soon pulling out a good advantage over the BMW. However, at half distance the Camaro's lead started to dwindle, as Lloyd eased slightly on the greasy track, after putting in a lap of 59.0s — the first GI car to break 60s. The BMW was still 1.8s in arrears when the chequered flag came out after 10 laps. John Olding's Camaro



Noel Edmonds leads Ronnie Scott at Paddock

splitting the Lanfranchi car and Roger Bell's Rothmans Si, although Bell had been in fifth place until the penultimate lap, when Les Leiston pulled up abruptly at Paddock. Bernard Unett maintains his championship lead after taking the Chrysler Dealer Team Hunter GLS to another easy class win over Derrick Brunt's Firenza.

There was the usual chaos getting the DJs in some semblance of order for them to draw lots for the ShellSport Mexicos and the four Consuls on the back of the grid, there now being an acute shortage of Mexicos after recent races, while there were even fewer by the end of the day. With Tony Blackburn practising in a Consul he was going to have to start from the back so he chose to adjust some of the wheel nuts on the cars in front, although without a wheel spanner that was a difficult operation. However, when everything was sorted out recent "Celebrity Race" winner Ronnie Scott was on pole and it was he that led at the end of the first lap chased by the ever-improving Noel Edmonds (now become a regular Brands visitor), and Dave Munden of the Trameloes. After Noel's super start from the fifth row he crossed the line side by side with Scott at the end of the second lap, pulling out 4.8s over the jazzman in the remaining six laps. Munden spun at Clearways on lap four while challenging the second-place position. Steve Jones, therefore, finished third for the DJs. However, starting at the back row with a Consul was Desmond Dyer of Jigsaw, threading his way through the field to finish fourth, taking Dave Simmons on the run-in to the line. Dyer then relaxed, lost the lot at Paddock and another Consul was written off, although the driver was unharmed. Another piece of Jigsaw, Clive Scott finished sixth, while Emperor Rosko and a

beardless Johnnie Walker finished in the next two places. Dave Lee Travis could only do three qualifying laps because of his Sunday morning programme and he finished 11th, while Tony Blackburn finished well and truly last a lap down. "I thought I'd won when they waved the flag at me," but in fact he was just behind Super Noel. He then managed to have a moment on the slowing down lap "Diddy" David Hamilton also started at the back in a Consul, but he hadn't seen a race track before Sunday and he was going so slowly that he might have been lapped by Tony Blackburn. He eventually retired after hearing a knocking in a wheel, which indicated to him that it was failing off.

John Morrison confirmed his domination of Formula SuperVee in this country by taking his M&S International Super Nova to another Silver Cup Championship victory over team-mate Toby St George Matthews in a similar car. Mark Litchfield kept his Crosslé in sight of the second Super Nova, finishing just 0.8s behind.

As Bob Jarvis' incredible Auto Enthusiast Davrian Imp took the lead at the start of the Blue Circle ModSports championship race over 15 laps, Tony Clayton found his Piper GT hustled in to the armco at the startline while Syd Segal also had to retire his Henley at Paddock with a puncture as a result of the incident. Championship leader Jon Fletcher must have wondered what was going on for he found himself in fourth place at the end of the opening lap behind the Davrian, Richard Jenvey's Midget and John Miles' Turner. However, it was all change on lap four when Jenvey took the lead and Fletcher's Elan passed the Turner. A couple of laps later Fletcher was second at the expense of Jarvis and they remained in this order until lap 12 when Jenvey's engine seized and his race was run, leaving the Elan with a 2s victory over Jarvis and Miles. John Evans drove a steady race in his Elan to finish fourth, while both Jarvis and Fletcher broke their class lap records.

The smaller Britax Group 1 championship race was, as usual, an Ivan Dutton benefit, his Esso Sport winning by 1.6s from Peter Slade's 5miler car although he was never really in the hunt. The Moskvich produced the best driving in this race, Tony Lanfranchi earning a hard-earned sixth overall and class win in the Kensington Close Hotel-sponsored car after a race-long dice with Eric Horsfield's Satra Motors car and Richard Mortimer's Escort Sport which finished fifth.

Jeremy Lord continues to head towards another Castrol MN GT championship, winning as he pleased on Sunday with the Mini-Mite Lola T212 FVA. Even the vast number of extra horses inside Malcolm Clube's 4.7 McLaren M1C could do nothing about it, and in fact in the closing laps he had his attention drawn to Michael Andrews' Alexis BDA 1300 and Tim Goos in Fred Boothby's Chevron B5 BMW which was lucky not to be black flagged, as the bonnet was threatening to fly up at any moment. However, he was allowed to continue and finished fourth.

There was more controversial action in the ShellSport Celebrity race, when Richard Lloyd was pushed off by Tony Lanfranchi at Paddock on the first lap, who was charging through from the back row. The incident left a big gap in the field for not only was Lloyd out but it had also eliminated John Morrison and Rob Wicken. The race developed into the usual dice between Unett and Lanfranchi, the Chrysler man doing all the leading from the end of the first lap onwards after starting from the third row. Ivan Dutton watched the action from a safe distance, while Maggie Anderson, who recently won a series of Mexico races organised by MRS for the female species finished an impressive fourth in her first "proper" race. Robin Knox-Johnson ("I" usual dice between Unett and Lanfranchi, eighth place followed by Crystal Palace footballer Mel Blith. There was a stewards' inquiry afterwards to discuss the first lap incident and Jackie Epstein now has very few Mexicos left.

PAUL KING

Results on page 59



The Daimler Series Two Double Six two-door shares space with its 1931 namesake

NEW CARS

Jaguar and Daimler Series Two—a step closer to magic carpet motoring

The Jaguar and Daimler saloons have undergone a number of very important improvements which, though not affecting the basic design, have made the cars even more desirable to own and to drive. In addition, a two-door four-seater coupé has been added to the range.

This coupé, known as the XJ6C or XJ12C Jaguar, is called the Sovereign or Double-Six 2-door in Daimler parlance. It has the normal wheelbase and similar seating to the 4-door saloon, but the strength lost by its pillarless construction is regained in the slightly wider rear quarter panels. The normal wheelbase is also retained for the XJ6 and Sovereign 4-door saloons but the 12-cylinder saloons of both marques have the long wheelbase, as do the XJ6L and the Sovereign (LWB). The most luxurious version, the Daimler Double-Six Vanden Plas, is also a long wheelbase car. The normal wheelbase XJ12 is discontinued and the 2.8-litre engine is only available on certain overseas markets.

All the cars now have ventilated disc front brakes and plain discs at the rear, with dual-circuit, servo-assisted operation and warning lights covering any possible failure. Laminated windscreens and heated rear windows are standard and electric window operation is on most models, optional on the rest.

Perhaps the most important change is in the bulkhead, which has vastly improved heat insulation from both engine and transmission, as well as reduced sound transfer. No pipes or wires pass through rubber grommets in the bulkhead, which could be an unwanted source of heat flow. The heater and air pipes are coupled through double-sided bulkhead connectors and there are plug and socket joints for the wiring harness. The penetration of engine and transmission heat into the body interior has been one of the greatest problems among powerful cars, and this elaborate and radical approach is fully justified.

Completely new is the heating and ventilation system, to which refrigerated air-conditioning may be added. A full description would take too much space but, briefly, the installation works on the principle of blending hot and cold air, the hot water tap being strictly on or off, with no regulating junction. The temperature desired may be selected on a dial and the system switched onto automatic operation. This temperature is then rapidly attained and held, irrespective

of the weather outside, by temperature sensing thermistors operating servos.

The instruments and controls have been entirely re-designed, in accordance with modern requirements. Instrument lighting is assured by fibre optic light-conducting cables from a single source, light is actually transmitted through thin cables which still work when tied in a knot. A single switch locks or unlocks all the doors on all models, an admirable arrangement saving time and trouble.

The bumpers have been raised in accordance with American requirements and the opportunity has been taken to re-style the front grilles, which are shallower than before. There are many new safety features, including reinforced doors to resist side impact. Some revision of the oil cooling of engines and transmissions has taken place, while the 6-cylinder models benefit from a re-designed exhaust system.

The Series Two Jaguars and Daimlers are easily distinguished from earlier models by their new grilles and of course the 2-door coupé, which will not be available until early in the new year, is something entirely different. The XJ6, followed by the XJ12, won a splendid reputation in spite of the well-known production problems and these even more desirable models will, I am afraid, increase the length of the queue. Let us wish Loftus England and his team an untroubled production run from now on.

ROAD IMPRESSIONS

I was invited to sample the new Jaguars in Scotland, a month or so before their introduction at the Frankfurt Show. The shallower radiator grilles give the cars a new look and the latest instrument and control layout is in accordance with the best modern practice.

The first impression, both with the 6-cylinder and 12-cylinder versions, is that they are even quieter and more effortless than before. The 12-cylinder cars do not feel any faster than the "sixes" until you reach the next corner, when a spot of panic braking may be called for, unless you have noticed the rapid movement of the speed-

ometer needle. The XJ6 is far from disgraced, however, and I could not decide which type I preferred for use on Scottish roads. On continental autoroutes one would go for the XJ12, but to employ its full performance in Great Britain might be asking for trouble. With the improved sound insulation, the greater refinements of the V12 is less noticeable, though its capacity for high revs is apparent.

The famous Jaguar roadholding is still a joy and the long-chassis cars handle just as well as the normal wheelbase models. The brakes are truly excellent, though the speed and weight give them plenty of work to do. The steering is very light indeed and an alternative setting, with a little less power assistance, might be appreciated by some of us.

The cars that I drove had full air conditioning, which was greatly enjoyed one hot afternoon. This year, with torrid weather even in the North, has underlined the desirability of refrigeration in nominally temperate zones. The automatic control works beautifully and this is all part of the luxury of a well-sprung and silent car. It goes without saying that the independent four-wheel suspension of the Jaguar functions just as well in Scotland as in the other countries where I have tried it while the insulation of road and wind noise is outstanding.

With their Series Two models, Jaguars have got even nearer to magic carpet motoring.

JOHN BOLSTER

SPECIFICATION AND PERFORMANCE DATA

Car described: Jaguar and Daimler Series Two models with normal and long wheelbase 6-cylinder and 12-cylinder engines.

Engines—6-cylinders: 97 mm x 70 mm 4435 cc, compression ratio 9.8 to 1, 180 bhp at 4500 rpm, two SU carburetors, maximum torque 120 lb ft at 3200 rpm, 9.8 to 1, 230 bhp at 4000 rpm. Single-cam driven overhead camshaft for each bank, 16 valves. Twin-cam 12-cylinders: 97 mm x 70 mm 5345 cc, compression ratio 9.7 to 1, 240 bhp at 4000 rpm, 1400 and 2400 rpm, 1 automatic transmission as on XJ12, 6 valves in each bank, 16 valves per shaft, hypoid rear axle ratio 3.54 to 1, 3.71 automatic or 3.07 for 6-cyl. 4-speed.

XJ12—hyd. 4-wheel torque converter and 4-speed automatic gearbox, revs 10, 1430 and 2400, 6-speed manual gearbox and hypoid final drive with limited slip differential, 3.91 to 1.

Chassis—Combined stiff body and chassis independent front suspension by semi-elliptic wishbones with coil springs and an anti-roll bar. Advanced power-assisted rack and pinion steering. Independent rear suspension with lower wishbones. Road length of 10.8 ft, turning circle 30 ft, and steering radius 4.5 ft. Turn-in 10 ft, turning and cornering radius 10 ft. Long MacPherson dampers, a round 50 mm servo assisted disc at all 4 wheels, with vented and drilled 12 in. and 13 in. inboard mounting at rear. Bumper disc wheel. Front.

Rear wheel—Dunlop SP Sport 15 with rayon breaker, 1670 rpm 15.32-cm road. Dunlop SP Sport with side breaker, 205/70 rpm 15.

Equipment—radio, lighting and starting, speedometer, rev counter, oil pressure, water temperature and fuel gauge, voltmeter, trip, heater, demister, and vent air system with heated rear window, 2-speed wiper, sun visors, and washer. Racing disc on indicators, with hazard warning, separate fuel tanks with hangover, 16 in. map reading and reversing lights, optional air conditioning.

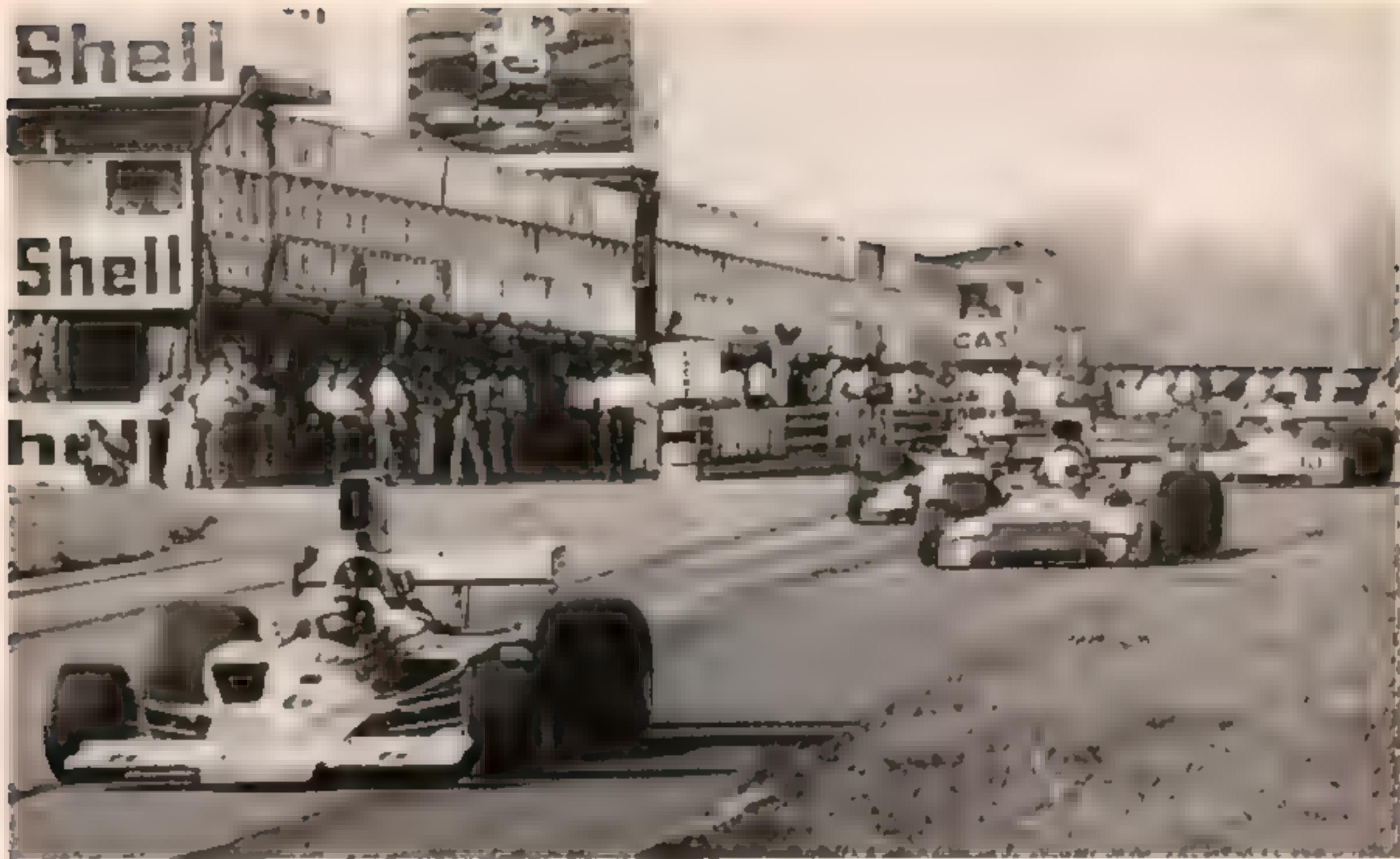
Dimensions—Wheelbase 9 ft 0.8 in. (long) 9 ft 4.8 in. (short) 4 ft 10 in. rear, 4 ft 10.6 in. overall, height 5 ft 10.3 in. long, 5 ft 9.7 in. short, width 2 ft 9.7 in. weight from 3446 lbs (XJ6C) to 3683 lbs (XJ12).

Performance—12-cylinder automatic. Maximum speed 140+ mph, standing 40.8 sec, 5.7 sec acceleration from 0-60 mph 3.2 sec, 0-80 mph 4.0 sec, 0-100 mph 7.5 sec, 0-120 mph 11.2 sec, 0-140 mph 14.2 sec, 0-160 mph 22.0 sec. Shorter 6-cylinder automatic. Maximum speed 120+ mph, standing 40.8 sec, 5.7 sec acceleration from 0-60 mph 3.9 sec, 0-80 mph 4.9 sec, 0-100 mph 7.4 sec, 0-120 mph 11.8 sec, 0-140 mph 15.8 sec, 0-160 mph 24.5 sec. Maximum figures.

Fuel consumption—12-cyl. 6-cylinder automatic, 11 to 15 mpg. 12-cylinder automatic, 14 to 17 mpg (meters figures).

The rear seating of the two-door car, not available until next year.





Ian Ashley's Lola pulls out a small advantage over the Chevrons of Dean, Gethin and Pilette for the lead of the exciting Gold Cup

OULTON PARK

Peter Gethin wins Gold Cup and heads Chevron 1-2-3

By ROBERT FEARNALL Pictures by PETER McFADYEN

Peter Gethin added his name to the impressive list of Oulton Park Gold Cup winners last Sunday. Driving the works Chevron B24 Gethin took 19 laps before taking command of the 27-lap race and head a 1-2-3 for Chevron and Morand. Championship leader Teddy Pilette and Tony Dean filled the next two places, Dean having held the lead for three laps before his B24 was vanquished by Gethin. Chevron's biggest opposition came from Ian Ashley, who put in a particularly impressive performance with the Henley Forklift Lola T330 to lead the race from the start and hold off the Chevron trio for six laps before a stiff gearchange gradually wore out the young Lincoln driver's right arm. In the closing laps, Ashley lost his fourth place to Bob Evans who drove his McKeechale Trojan with great aplomb and Brett Lunger took Sid Taylor's Trojan into a steady sixth. Pilette's second means he holds a 7-point lead over Dean in the series with Lunger only 6 points further behind; Gethin's win moves him up to sixth. For the large crowd, the Formula 5000s provided an excellent and spectacular Gold Cup race, with many battles throughout the field, but an oily track kept times out of reach of the lap record.

ENTRY & PRACTICE

For the past four years the traditional Oulton Park Gold Cup race has been held for Formula 1 and 5000 cars, but with rising costs and clashing dates the Formula 1 contingent were removed from this year's race and it became a normal Rothmans 5000 Championship qualifier. The only regret about this was that for a meeting of such importance, it seemed unfair to make it one of the cheap £3500 rounds of 75 miles rather than the longer £7000 events. In fact, 27 laps of Oulton Park made it just under 75 miles!

The organising Mid-Cheshire MRC allowed two 45 min sessions on Saturday for the F5000 competitors and although both sessions were held on a dry track, the first was in swirling mist. Up until Friday morning, it

seemed doubtful that Peter Gethin was going to start the race with the works Chevron B24. After the Brands disappointment, the team lacked any engines and it was only last Friday that a Morand unit borrowed from Team VDS arrived at Bolton to be installed but it took all day to insert because of different mounting points. Gethin started to really fly in the afternoon session—aided by some unspecified Firestones—and compared with Denny Hulme's outright record of 1 m 24.4 s, Gethin rocketed around in the low 1 m 24 s bracket before making do with a 24.0 s. And most impressively fast it looked too, before Brian Redman remarked on his off duty visit to the circuit that he would have expected the Hall-Haas Lolas to be lapping in the mid 1 m 22 s bracket. If only...

Tony Dean recorded the fastest time in the morning session of 1 m 24.8 s with the

Goodyear-shod Anglo-American Racing Team Chevron Morand B24 and that put him on to the middle of the front row which was completed by Ian Ashley who achieved the same time in the afternoon session. Ian's was an excellent performance for he was noticeably having gear trouble—it was jumping out of third—and for that one very quick lap he managed to hold it in third for the whole lap. The second row comprised Trojan drivers Keith Holland (1 m 25.0 s) and Bob Evans (1 m 25.2 s), the latter providing a heart-stopping long sideways moment out of Old Hall into the Avenue during the first session. Evans' engine was persistently misfiring despite a rebuild after Brands. All three drivers on the third row reached 1 m 25.4 s, those being Teddy Pilette's VDS Championship-leading Chevron, Tom Belson's Firestone-shod Shell Luxembourg Lola T330 and Brett Lunger in Sid Taylor's Trojan T101. Lunger was disappointed in his grid placing but couldn't pinpoint anything wrong with the car and life was made more unpleasant in the Sid Taylor camp when MCD's John Webb told Taylor to "piss" off back to America after Sid had queried why the afternoon session was shortened by 5 min. Taylor nearly did just that which would have lost one leading contender from the championship. With Gijs van Lennep racing in Italy, Ray Allen took the vacant Shell Luxembourg Lola T330 seat after a long absence from the formula and achieved a competitive 1 m 26.2 s on Goodyear tyres, which was 0.6 s better than the unlucky Graham McRae whose Iberia McRae was again troubled with Bartz engines. After his best mill was blown in the first session, a rather tired Bartz/McRae version used at Mondello was installed for the race.

Next fastest was Willie Green in the smart Hexagon Trojan T101 with a 1 m 27.0 s, but when the block was discovered to be cracked after practice the team fell out on deciding who was to pick up another engine from Alan Smith's and the car was sent home for the weekend. Chris Craft also did 1 m 27.0 s in the second VDS Chevron B24 to share

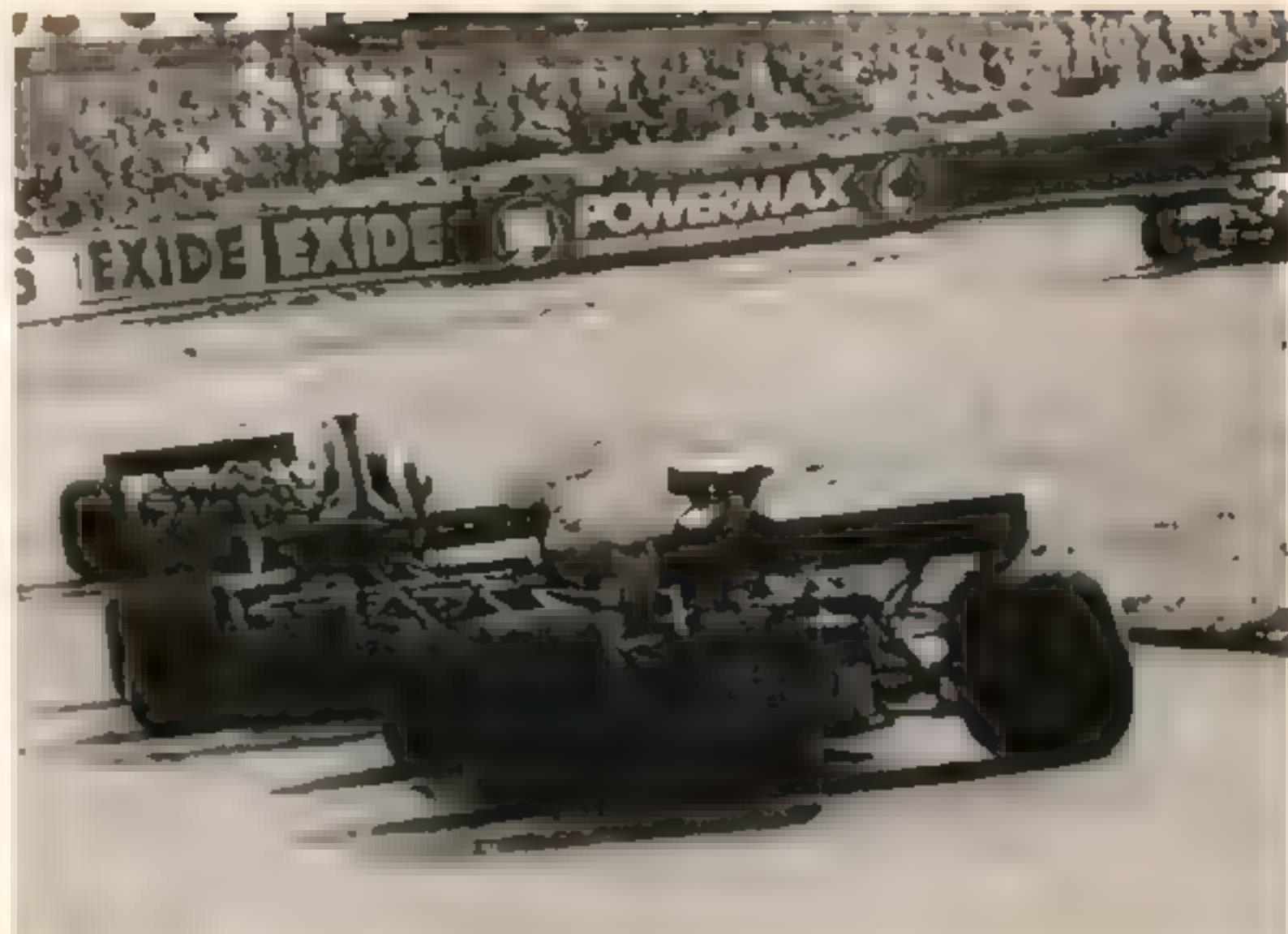
the fifth row with Guy Edwards' Barclays Lola T330 which only did four laps in the first session and damaged itself against the Armc at Cascades after five laps in the second, but the front damage was repaired for the race. Farther back Steve Thompson's Servis Chevron B24 suffered trouble with its new experimental RES engine which accounted for his 1 m 28.6 s and the engine was changed overnight for the one used at Brands. Kaye Griffiths went home when the Kitchmac's Kitchiner Chevrolet engine was damaged although there was talk of Richard Knight driving the car and Tony Trimmer was terribly unfortunate to break his wrist in the first practice when his McLaren M18 was in slight collision with Keith Holland's spinning Trojan at Lodge and although neither car was damaged, the sudden whiplash of the wheel caused Trimmer's injury. At one stage it seemed Peter Wardle was to take over that vacant seat but that didn't come to fruition.

Driver	Team	Driver	Team
Evans	Dean	Gethin	
(Trojan T101)	(Chevrolet B24)	(Chevrolet B24)	
1.24.8	1.24.9	1.24.0	
Lunger	Belso	Pilette	
(Trojan T101)	(Lola T330)	(Chevrolet B24)	
1.25.2	1.25.4	1.25.0	
McRae	Ashley		
(McRae GM1)	(Lola T330)		
1.26.8	1.26.2		
Edwards	Craft	Green	
(Lola T330)	(Chevrolet B24)	(Trojan T101)	
1.28.0	1.27.0	1.27.0	
Santo	Thompson		
(Lola T330)	(Chevrolet B24)		
1.29.2	1.28.6		
McRae	Robinson	Twelves	
(Kitchmac)	(McLaren M18)	(Lola T330)	
1.32.4	1.31.2	1.30.8	
Russe	Baker		
(McRae GM1)	(March 73A)		
1.33.8	1.32.4		
Belso	Deans		
(McLaren M18)	(McLaren M18)		
1.33.8	1.33.0		
* Did not start			
Also non-starters			
Tony Trimmer, McLaren M18, 1.33.2			

RACE

In glorious sunny conditions, the cars were given three warming-up laps which claimed Clive Santo's Shell Luxembourg Lola with a badly cracked head — the car suffered a cracked head in practice but this was replaced with another one that was thought to be not as badly cracked!

From the spectacular start, Ashley's multi-coloured Lola had a clear advantage in to Old Hall with Dean holding out Gethin, from Evans, Lunger, Holland, Pilette, Allen and McRae, and Pilette pulled out to successfully overtake Holland before Cascades. By Knickerbrook the Belgian had passed Lunger too, while Ashley continued to hold the lead with Gethin snapping at the heels of Dean. Thompson went autocrossing on the first lap in the heavy traffic which damaged the nose and



Dean disappears out of the picture at Old Hall from Gethin, Ashley and Pilette.

Knickerbrook on the seventh time and Gethin followed suit entering Old Hall for the eighth lap. Gethin was hounding Dean even harder now and Dean was beginning to look a bit untidy in his efforts to keep ahead, but on the ninth lap Dean got all sideways at Old Hall and went extremely wide, which gave Gethin his opportunity to slip by on the inside and take the lead. While Gethin effortlessly pulled away into a safe lead, Pilette moved in to challenge Dean for second place and after harrying him extremely hard, the Belgian dived for the inside at Old Hall on the 14th lap and at the two Chevrons took the corner side-by-side. Dean got crossed up on the outside and went off onto the grass to continue in third after just missing the barriers. Ashley gradually fell back — "hardly able to change gears" — but he managed to hold off the Trojan trio of Evans, Lunger and Holland who were circulating in very close company, although Holland retired to the pits from this group on the 14th lap when the nosecone worked loose and started waving at me on the last straight.

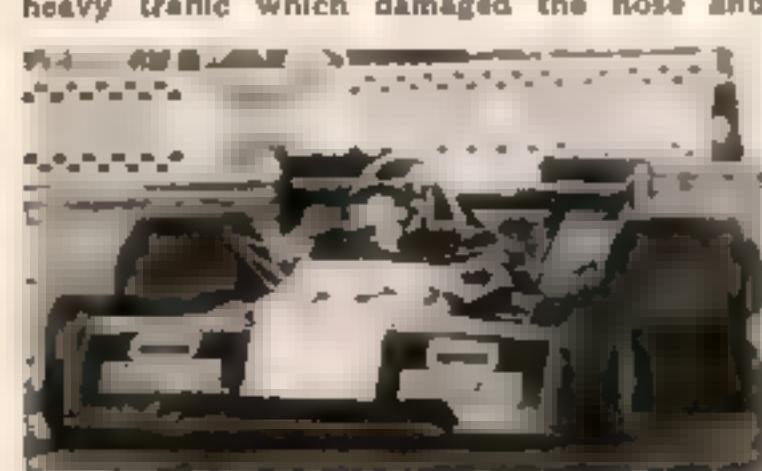
Behind this group a good five-car battle had been led by Allen's Lola before team-mate Belso took charge on the eighth lap and when McRae also got by Allen, he harried Belso and those two pulled away, to leave Allen to fend off Edwards and Craft. However, Allen spun at Island soon after and retired to the pits with the front of the tub slightly damaged. Edwards was the next to hit trouble, his Lola hitting a rabbit at Esses which removed a front wing and he dropped further out of contention when his massive rear wing gradually came adrift and he was eventually brought in to the pits to have it removed. Farther down the field, Jock Russell's McRae retired with electrical trouble after a pit stop to adjust his tyre pressures, Trevor Twelves' Lola T330 retired with an oil leak, Clive Baker's March pulled off at Clay Hill after losing much of its oil and Brian Robinson's smart McLaren M18C was making up good ground after a slow start only to be involved in a collision with Russell's McRae which sent the McLaren in to the pits with damage to the nose.

The leading Chevron trio were circulating quite well spaced out in the latter stages. Gethin driving immaculately but 0.8 s outside the record on the oily circuit, had around 8 s in hand over Pilette for most of the last seven laps and that's how it stayed to the finish with Gethin averaging nearly 115 mph to win on the same weekend he won the Italian GP

two years ago. Dean closed some of his lost ground on Pilette, although his Chevron handling had deteriorated quite noticeably and he had a large sideways moment at Lodge on the penultimate lap, which left him nearly 10 s adrift of the Belgian.

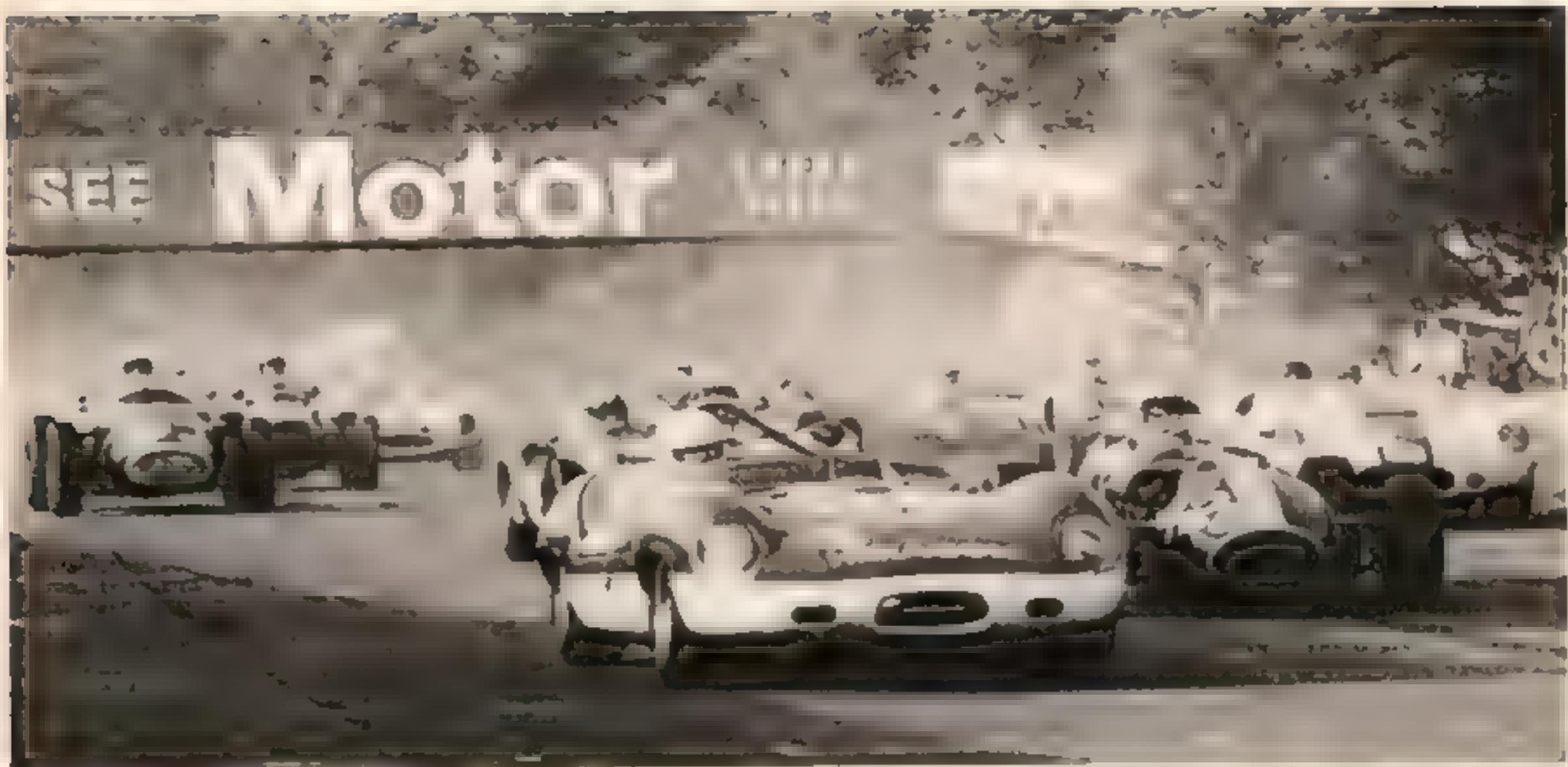
Ashley continued to hold on to fourth place under constant pressure from Evans with Lunger waiting for something to happen behind. Meanwhile the battle between Belso and McRae had brought them closer to this battle — McRae moved ahead of the Dane on the 19th lap and when it seemed that McRae was to challenge Lunger, the McRae's engine tightened and he pulled in to the pits. Evans' attack on Ashley finally paid off on the 26th lap when the STP Trojan scrambled by into Lodge with the car briefly touching wheels, and Evans immediately pulled away to secure fourth after another good performance. At least Evans was thankful it wasn't a long race for his wing was coming adrift and fell off in the paddock afterwards while his engine misfire still persisted. Lunger, unhappy with the engine of the Trojan, harried Ashley to the finish, finishing just 0.2 s adrift while Ashley's fifth was his best result this year but a disappointing reward for his magnificent efforts in the early laps. Belso's expected attack on these three petered out towards the end as both rear tyres were deflating, one being nearly flat (Belso had three flats in practice, too), but the ever-smiling Dane still finished seventh ahead of Chris Craft, the last of the runners on the same lap. Craft suffered from fluctuating oil pressure but drove his Chevron steadily to close quite significantly on Belso in the closing laps — in fact, positions from fourth to eighth (Evans to Craft) were covered by just 10 s.

Brabham Gold Cup Formula 3000 race
Qualifying round in Brabham European Championship
 27 laps 75 m =
 1. Peter Gethin (Chevrolet/Morand B24) 39 m 3.0 s, 14.44 mph
 2. Teddy Pilette (Chevrolet/Morand B24) 39 m 10.4 s
 3. Tony Dean (Chevrolet/Morand B24) 39 m 21.6 s
 4. Bob Evans (Trojan Chevrolet/Morand B24) 39 m 35.8 s
 5. an Ashley (Lola B24) 39 m 35.8 s
 6. Bill Lunger (Trojan Chevrolet/Morand B24) 39 m 29.5 s
 7. Tom Belso (Lola-Chevrolet/Morand B24) 39 m 42.6 s
 8. Chris Craft (Chevrolet/Morand B24) 39 m 46.0 s
 9. Brian Robinson (McLaren Chevrolet/Morand B24) 39 m 48.4 s
 10. Guy Edwards (Lola-Chevrolet/Morand B24) 39 m 48.4 s
Fastest lap G. han 1 m 25.7 s, 115.66 mph
Brabham Formula 3000 Championship Drivers 1. Teddy Pilette 73.2 2. Tony Dean 76.3 3. Brett Lunger 71.4 4. Steve Thompson 78.5 5. Tom Belso 79.6 6. Peter Gethin 85.7 7. Keith Holland 84.8 8. G. han Lenhep 87.9 9. Guy Edwards and Bob Evans 88.1 10. Ian Ward 90.3 11. A. han Kaye 94.4 12. Tony Trimmer 94.6 13. Steve Luxembourg 118.2 14. Ang. American Racing 116.3 15. Racing Team WOS 116.4 16. Servis App. since 116.4 17. Ian Ward Racing 116.6 18. Heinz Reisch 116.6



Gethin — on his way to a convincing win — sent him in to the pits a couple of times to tape it up before retiring after seven laps. This time, though, the engine was behaving itself.

Evans' fourth place fell to Pilette entering Knickerbrook for the second time so that the Chevron trio of Dean-Gethin-Pilette were now running nose-to-tail behind Ashley who opened up a small lead, while the Trojan trio of Evans-Lunger-Holland were gradually falling back from these four. Ashley was being totally unflustered by the strong Chevron pressure, but the new dog clutch fitted after the practice gear problems was too stiff and he was soon to begin to feel the strain of forcing in gears, so that when oil was being sprayed on the circuit he wisely decided to ease off and Dean went by under braking for



From a fabulous historic grid, Faure's Lister (29), Corner's Aston (12) and Harper's Lister (25) make the early running.

ULTON SUPPORTING RACES

Friswell's impressive Atlantic win

By IAN TITCHMARSH

Pictures by PETER McFADYEN

By finishing second to Geoff Friswell in the Yellow Pages Formula Atlantic final, Colin Vandervell and his Team Triple March 73B made sure of winning the championship in the final round, erstwhile leader John Nicholson being unable to do better than fourth in the Lyncar. For his fine win, Friswell became BP Man of the Meeting, making him the first man to win this award in each year since its inception. On Saturday Tony Brise won the penultimate round of the Lombard F3 championship and can now only be beaten by Richard Roberts or Russell Wood; Neil Corner scored another win in the JCB Historic race with his Aston Martin and Dick Mallock will win his class in the ShellSport Clubmen's series after another victory with the U2 Mk 12.

For a variety of reasons, depending upon who was doing the explaining, none of the five supporting races had a particularly good entry or grid but, as it turned out, the races were good. On Saturday afternoon, between practice sessions the Formula Threes were given the chance of chasing more Lombard points but only 16 were interested. The hoped-for French contingent were turned away when someone discovered that the race had a National British permit only. This left most of the cream of the usual British-based crowd with Alan Jones on pole position in the DART GRD 373, the Australian now much happier with the revised rear suspension and Bilstein shock absorbers (which the Marches have had all year of course). Jones ended his practice against the armo at Esso, damaging the steering linkage but the car was apparently repairable for the race. With a time of 1 m 35.2 s Jones was well under the F3 record, as were Richard Roberts and Tony Brise in their March 733s, while Mo Harness equalled it in the Modus March. In trouble was Russell Wood, whose wing came off the

chequered flag March and could not be fixed quickly enough to allow him a good time, while Ian Taylor never even practised the Bally March because of the persistent car trouble which has been afflicting him lately.

Roberts streaked away from the middle of the front row to lead Brise, Jones, Harness, Masami Kuwashima (Reystan March 733) and Larry Perkins in the Brabham BT41. "Teleco" eliminated his March 733 against the barrier at the first corner while fellow South American Pedro Passadore only got as far as Knickerbrook in his DART GRD before spinning and giving all those behind a fright, particularly Mike Wilds whose Dempster March ran over the GRD's front wheel. The Uruguayan retired but Wilds carried on, out of contention. Brise, much happier with his car after adjusting the suspension to cater for the Silverstone-dinged tub, was pressing Roberts hard all the way round the first lap and on the second, at Esso, the pressure paid off and the Team Kent Messenger car was in the lead. And that was more or less that, at least so far as the lead was concerned, for when Brise and his car are on form they are the fastest combination in British F3 at the moment and his winning margin at the end was nearly 7 s.

Roberts drove a hard race to stay in contention but had to make do with second as Jones fell back, having trouble engaging top gear, probably because the practice shunt had upset the linkage a little. Kuwashima was in good form and soon found a way past Harness, the two Marches then catching the troubled Jones. Lower down the field Wood was making little progress from his poor grid position and found himself mixed up with Brian Henton's GRD, which is still not handling properly after its Brands Hatch crash, and Nicky von Preussen's March. On the 11th lap Kuwashima summoned up all his Japanese

courage and tried the outside line round Jones at Knickerbrook which somehow came off in a very exciting manoeuvre. Jones tried to stay on terms, sometimes succeeding, but without being sure of top gear his penultimate lap challenge could not be sustained and he finished 0.4 s adrift. Harness (who equalled the lap record along with Brise) and Perkins were in sight of the others after good drives but the rest, headed by Wilds, were well out of it. Von Preussen put in a late but unsuccessful bid to wrest eighth from Tony Rouff's GRD, having succeeded in passing the despondent Henton and Wood.

The irresistible call of Phoenix Park reduced the Clubmen's Formula field rather drastically, which was a pity for the "International" recognition which this round of the ShellSport championship had received. Dick Mallock came along, however, with his U2 Mk 12 knowing that a win would assure him of the championship class win, and that was precisely what he got despite some worries about oil temperature in the hot conditions. The mediocre quality of the opposition was demonstrated by the progress which Alex Ferrada's U2 made from a stall at the start up to second place after 10 laps, Ferrada passing Mel Ross's U2 on the penultimate lap and then weaving well to keep the place. Mike Sales also drove well after a delayed start in the Haggispeed (he needed a push), making fourth overall which was relegated to sixth after the usual penalty was applied. The 1-litre class provided more excitement, beginning with Derek Walker's spin in Ladybird at Lodge on lap one in sympathy with Neil Padden's 1.6 U2, which had been lying third when it clipped the bank and damaged the rear wings. Walker, comfortably fastest in practice, charged off after the U2s of Peter Cooke and Martin White, who were busy disputing third overall, but retired at half distance when the crownwheel and pinion failed, after setting a new class record, 1.4 s better than the old figure. White spun at Old Hall which left Cooke, who had started near the back after breaking a driveshaft in practice, with the class win which keeps him in contention for the championship.

From an entry of only 21, no more than 15 Formula Atlantics turned up for the final round of the Yellow Pages championship. The lap record, standing at 1 m 30.2 s to Bill Gubelmann's March from last year, took a substantial beating in practice, with five cars under it and one equaling the time. Fastest

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of all was Cyd Williams, hoping to do well on his home circuit after a disappointing year in Graham Eden's Brabham BT40s but, after recording 1 m 29.2 s, an oil gallery in the engine failed, and the Edea team returned to base to build up a brand new unit overnight. Alongside Williams was championship leader John Nicholson in his resplendent Pinch Plant Lyncar, which was only 0.2 s slower despite a misfire. Completing the front row was Peter Wardle's Surtees TS15, trying out an Eden BDA rebuilt by John Lievesley, for the first time. Wardle's time was 1 m 29.6 s, which was equalled by the two Marches on the second row, the ex-Williams 722 of Ken Bailey and Geoff Fiswell's newer 73B. Colin Vandervell, six points behind Nicholson in the championship, equalled the lap record in his Team Triplex March 73B but seemed perturbed by the apparent extra power which some of the other engines were producing. Alongside Vandervell was a newcomer to Formula Atlantic, Jim Crawford, in a new Chevron B25, built up from "spare parts which Chevron gave us." That was the official version but one wonders whether the works might not have an eye on the talented Crawford, whose previous occasional outings in Stephen Choularton's cars, have been very promising. Crawford, normally Choularton's mechanic, borrowed one of the latter's old RES BDAs and recorded 1 m 30.8 s, while Choularton in his March 73B was 0.4 s slower. Equal with Choularton was Jim Patterson in the updated, Texaco-backed ex-Bill Gubelmann March 722.

The grid was completed by Stan Matthews' March 73B (1 m 32.8 s); Brian Martin's Martin BM12 (1 m 35.2 s); and Johnny Dimsdale in the Huron (1 m 35.8 s). Ray Muckle non-started his March 73B after his proper Swindon engine showed all the signs of blowing up and the replacement Holbay seemed even worse. Robert Salisbury took the Gerard Surtees TS15 home with chassis problems and newcomer Roy Baker also failed to start his ex-Gerry Birrell/Bryan Small Lotus 69 after being far and away slowest.

Williams led from pole position into Old Hall with Wardle and Vandervell following, the latter having performed a superb start from the third row which left the others gasping. The Eden Brabham led all the way round the first lap followed by the Surtees then the Marches of Vandervell and Fiswell, Nicholson (who had made a poor getaway), Patterson, Crawford and Bailey (who had also been slow off the mark). Alas, Cyd was already in trouble with the black box which was playing up and inducing a misfire. As they all went into Esso, the Brabham slowed. Wardle had his hands full keeping the door closed on Vandervell, and suddenly Fiswell

saw a gap opening up which allowed him to scratch through from fourth to second in one movement. The siling leader was no problem on Top Straight and so it was the blue March which led at the end of that lap from Vandervell, who had also found a way through, then Wardle and Williams, who slipped quickly back and retired after five laps.

Fiswell was driving brilliantly, taking the March to the edge of the track on every corner and showing no signs of slipping up under Vandervell's pressure, for Colin was hurling the car through the corners in some glorious slides trying to make up for any power deficiency. Further back, Bailey was sorting his way past some of the slower cars until he was challenging Nicholson for fourth by lap four. For a time the gap between the two leaders remained constant until at half distance Fiswell put on a spurt and reduced the lap record officially to 1 m 29.8 s. At this Vandervell, realising that Nicholson was not in contention, eased off and the pressure was relaxed. On lap 11 Bailey found a way past Nicholson and, as he started to close on Wardle, it became apparent that he held the key to the championship for if he could also pass Vandervell, Nicholson could still be champion.

Patterson went missing when he slid off into the armco at Esso and damaged the radiator, Crawford having performed a similar trick on the second lap while trying to pass too many people at once although, again, damage was slight. Lap 13 was almost the unlucky one for Fiswell who "got completely out of sequence" and almost went off at Knickerbrook and Lodge and then missed a gear past the pits, but he collected himself together and completed the rest of the race in a more orderly fashion to come home a delighted winner. Wardle was passed by Bailey on lap 14 and then retired halfway round the next lap when the throttle springs stuck wide open, which added even more interest to the championship for Bailey was catching Vandervell rapidly. The gap was down to 2.6 s with two laps to go, 1.6 s a lap later when Bailey equalled Fiswell's new record, but Vandervell was keeping cool and held on to win by 0.2 s. With the tension off, Bailey spun twice on his slowing down lap! The championship was Vandervell's since Nicholson was a distant fourth, unable to make up for his poor start.

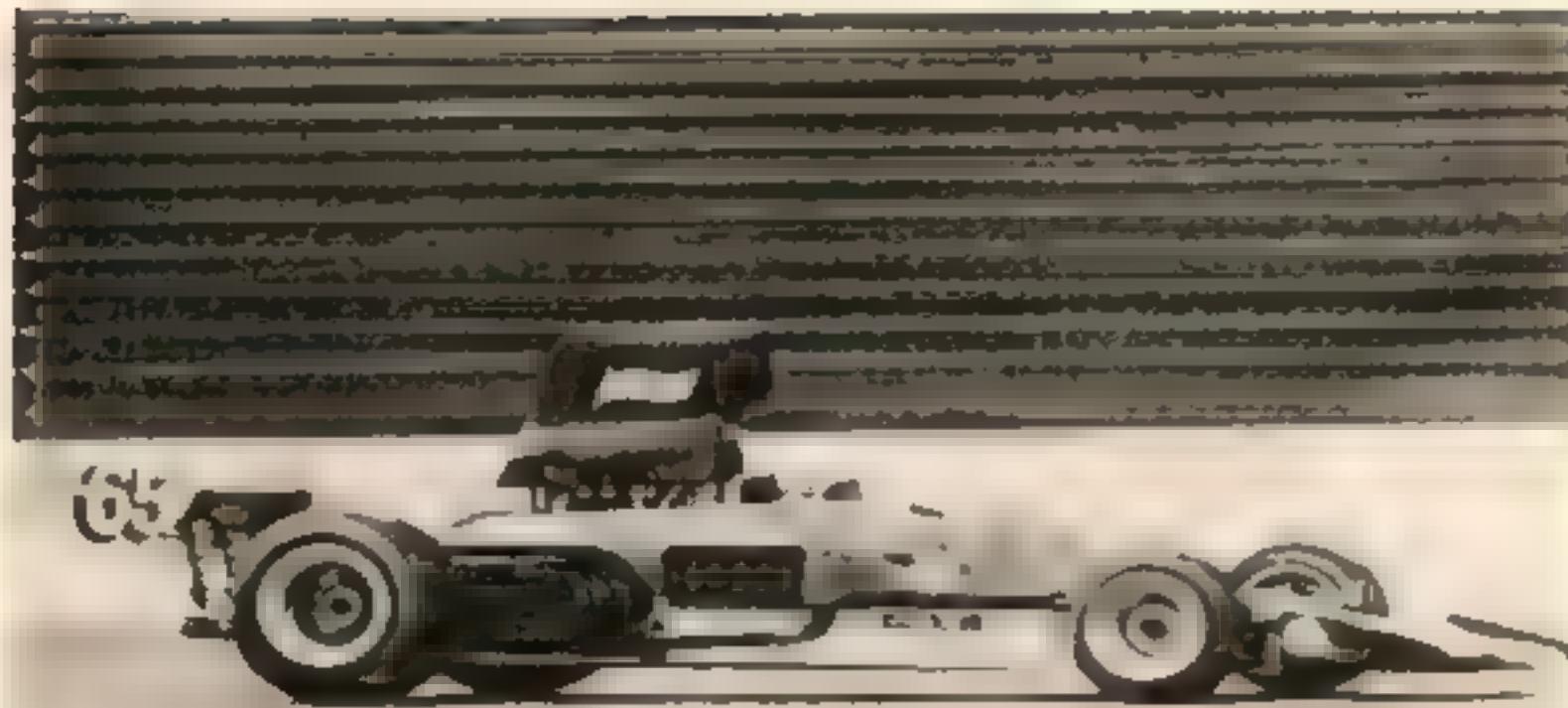
The finishers were completed by Choularton and Matthews, Dimsdale having retired with carburation and gear selection problems and Martin when the distributor lead came off.

The largest field of the day was provided by the JCB Historic contenders, having their first round at Oulton Park and the last but

one in this year's championship. Neil Corner went further in winning the title in his immaculate Inter-Continental Aston Martin DBR4 300 by thoroughly dominating the race in the absence of Willie Green in the Bamford Maserati 250F. There was a fine battle for second between the Costin type Lister-Jaguars of Nick Faure and John Harper, which Faure in the Hexagon car, led all the way by a few yards although Harper had fastest lap in the class. John Roberts never really recovered from a slow start in his Lotus 16, but he caught the Listers up, only to have the engine turn sour, possibly with ring failure in one cylinder. However, he held on to fourth overall and second in class to Corner, being well ahead of Richard Bond's most famous of all Lister-Jaguars, once raced by Jimmy Clark. Sixth place was an intriguing battle between the Syracuse Connaught of Alan McKechnie, driven by Ray Potter, and Martin Morris's Jaguar D-type OKV 3 which he drives on the road. The ex-F1 car spun and lost several places so the sports car gained the place. In the 2-litre class Richard Pilkington's Cooper Bristol was always in front, but never by much from Mike Offley in the Woodhouse Team Lotus Eleven (which isn't a cricket team!). The two of them became involved with Murray Smith in the Bamford Maserati T61 and Offley's overtaking efforts at Esso led to a scrap along the armco which unclipped a bonnet catch, ensuring that Offley did his Oulton stuff again and left Pilkington with an easy class win. One of the other Cooper-Bristols, Barry Simpson's, spun at Old Hall on the first lap and Tony Walker's Maserati 300S was the unlucky car in the way, collecting two dented corners as a result. Otherwise there were no retirements and the varied, colourful field made a magnificent sight. All credit to Corner but it would be nice if he ran the car to F1 spec; though he could still be beaten in the championship by Faure or Pilkington.

The special saloon entry was sparse indeed, after the MCD championship status had been removed because of the clash with Cadwell. John Chappell's Cooper S would have dominated it but failed to turn up on race day, leaving the win to the other Howley Racing Cooper S of Gerry Gough. For four laps Robin Farquhar's Cooper S chased Gough closely and made this nine car event quite interesting, but then retired after the glass-fibre front chased through an oil line.

Lambert North Central Formula 3 Championship round 113 laps 1. Tony Price, March 73, 24 m 6.4 s, 22.29 mph. 2. Richard Roberts, March Novo motor 73B, 24 m 24.4 s. 3. Alan Jones, GPO Vagan-Grove 73B, 24 m 26.1 s. 4. Alan Jones, GPO Vagan-Grove 73B, 24 m 28.4 s. 5. Mike Offley, (March Brown 73B), 24 m 29.6 s. 6. Barry Park, (March Brown 73B), 24 m 30.8 s. 7. Peter Faure, 24 m 31.2 s. 8. Alan Jones, 24 m 32.2 s. 9. Murray Smith, 24 m 32.2 s. 10. John Harper, 24 m 32.2 s. 11. Tony Walker, 24 m 32.2 s. 12. Mike Offley, 24 m 32.2 s. 13. Tony Walker, 24 m 32.2 s. 14. Alan Jones, 24 m 32.2 s. 15. Tony Walker, 24 m 32.2 s. 16. Alan Jones, 24 m 32.2 s. 17. Tony Walker, 24 m 32.2 s. 18. Alan Jones, 24 m 32.2 s. 19. Tony Walker, 24 m 32.2 s. 20. Alan Jones, 24 m 32.2 s. 21. Tony Walker, 24 m 32.2 s. 22. Alan Jones, 24 m 32.2 s. 23. Tony Walker, 24 m 32.2 s. 24. Alan Jones, 24 m 32.2 s. 25. Tony Walker, 24 m 32.2 s. 26. Alan Jones, 24 m 32.2 s. 27. Tony Walker, 24 m 32.2 s. 28. 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Brian Redman dominated the Pocono weekend with the Hall Lola.

POCONO

Brian Redman untouchable

By GORDON KIRBY

Pictures by CHARLES LORING

Brian Redman has assumed the mantle of the Wizened Old Pro in recent rounds of the L&M Formula 5000 Championship and he further embellished that image by once again using the well-developed excellence of Jim Hall's Lola T330 to good effect as he drove to a deliberate and unchallenged victory at Pocono. Jody Scheckter's weekend struck a stark contrast to that of Redman, but after a trio of depressing practice shunts he contended manfully with a tweaked Lola chassis and a badly aching neck to take third place and enough points to assure himself of the L&M title. It was a weekend of slog and struggle for Scheckter, Syd Taylor and Ron Bennett, and to have won the F5000 Championship in such an anticlimactic fashion did no justice at all to their collective energies and efforts.

Having his best race of the season was Brett Lunger who led Redman for a brief time during their heat and then kept his Lola clear of Scheckter's persistent efforts to take a worthy second place, some 14 seconds behind Redman in the final. Tony Adamowicz won a heat and finished fourth in the final, driving in collected and inspired style and just holding off the advance of Eddie Wietzes who caught Adamowicz on the very last lap and flung his blue Lola through the last corner as if it were a Formula Three car. Sixth was Mark Donohue who remained unlappped after drafting back from Adamowicz' gearbox by the mid-point of the race, the Sunoco/AMC Lola's still-vague handling not working to good effect on the rather ill-conceived, poorly marshalled and downright dangerous oval cum mickey-mouse infield section.

It seems totally ridiculous that a supposedly international event could be staged on a circuit such as this which basked in an apparent total disregard for any of the past decades immense improvements and concern with all aspects of safety.

ENTRY & PRACTICE

Pocono's bread, butter and joy is oval racing. The big, outer tri-oval is supplemented by an inner 1/2 mile oval which doubles back behind the pits and is used for lesser stock- and modified-car racing. As an afterthought to all this there are a few bits and pieces of tarmac which trail about through the infield so that there is a bumpy and tightening radius loop coming off the banking, a tight, left-hander and then a fairly fast, but abruptly rolling chicane which brings the road on to the short oval. The loop from this oval which leads on to the banking proved to be a big problem for virtually everyone for it was fast enough and long enough to generate very high tyre temperatures. The sprint past the pits (going the wrong way around the big oval) leads into a deeply banked 90 degree dash which gives the rubber no chance to cool down and it was here, at this very point of high lateral G-forces, that tyre after tyre would blister or come away from the

rim and give somebody a large and nasty

So it was tyres that became the headache and the key to the weekend. If you had a Lola beneath you then you had reason to be very leary of the slightest change in feel or attitude of the car. Lolas it seems, have a problem with their proprietary wheels which, in all too many cases, are undersize beyond normal tolerances. This fault is aggravated by the split and matched rims being assembled, again in too many cases, in mis-matched halves so that inner and outer circumferences vary. So the Lola runners were busy bolting tyres to rims with twice the normal number of safety pegs and three or six little screws through the outer circumference of the wheels. There was another solution which consisted of using the older and narrower by half an inch front wheels which, at Atlanta, had solved at least the tyre seating problem.

The wheels of Chevron, McKee and March seem to be more accurate than those of Lola, so for any non-Lola runner it was a little less complicated to deal with the tyre problem. For them there was less fear of a tyre coming off a rim, but perhaps more concern with excessive understeer causing rapid blistering.

Carl Haas and Jim Hall were suitably organised so that they could cope with the Pocono tyre problem. Their Steed Lola T330, for once happy in its suspension-wing-aerodynamics combination and being unchanged from Atlanta, used the narrower wheels and well-scrubbed tyres which minimised excessive heat build-up. As at Atlanta the red Lola worked as near to perfection as one could ask and Redman was immediately faster than anybody. Only Scheckter came within range of Brian's consistently rapid and unperturbed lapping. The rest were at least a full second behind Redman's best lap of 54.015 secs around the 1.8 mile circuit which Brian made a point of constructively maligning. Like all the quick runners he was particularly put off by the heavy wooden sleepers which were moved into place all around the infield section and stuck alongside the track just where somebody might understeer or

slide into them. It was a patently stupid application and placement of crash barriers.

Scheckter's trail of misfortune began during Saturday's practice when he clipped a guardrail while easing along towards the pits after a few fast laps. The nudge was heavy enough to tear off the left front corner and bend the steering rack. With the Lola rebuilt for the following day, Scheckter went out and again began getting around the dicky infield section just as well as Redman before he had a large moment and clouted the guardrail with the rear end, which left a corner, all the back end ancillaries and the tub itself in a twisted state. With his hand bothering him from a bad insect bite, the continual 90 degree temperatures of the past month affecting his general health, and now a spate of shunts putting his Championship chances in some jeopardy, Scheckter was feeling unhappy and pessimistic.

Late on Sunday Jody took his faithful Trojan out, after his CanAm team-mate Steve Durst had been practising it throughout the day. But after only a handful of laps the George Foltz-rebuilt engine blew up mightily as Jody accelerated along the banking and the Trojan slewed around in a vicious spin. Again Scheckter found himself sliding into the guardrail, although this time he got the car slowed right down before it crumpled against the barrier. Jody got out of the car feeling miserable, his back and neck aching and wanting only to go home and forget about things. Despite this rash of dramas the L&M points leader was still second fastest, his 54.832 secs with the Lola putting him on pole for the second heat.

There was consternation among Carl Hogan's Haggard Slacks team too, for although their pair of Lolas were, for once, free of any major mechanical nasties, they had suffered far too many tyres going flat. Hobbs in particular had been harassed by flat tyres and this continual run of heart-in-mouth experiences had drained David of his enthusiasm for the race. As it was he was still fourth best with a 55.358 secs, which was just shy of Lunger's 55.041 secs. Brett was driving well and for once had some confidence in his engine, which for this weekend was a Traco. Hobbs running the team's surviving Morand.

Peter Gethin was fifth quickest, but again struggling with an unstable and understeering Chevron which would blister its front rubber in as few as five laps. For the Monday morning warm-up, the little nose wing which had been used at Atlanta appeared on the blue Marathon Chevron, in an attempt to keep the tyres a little cooler. But it was a six of one and half a dozen of the other situation and although Peter kept the wing on for the race he was convinced that he would have to stop for tyres at some point and felt that his best of 55.505 secs really meant nothing.

One of the more pleased drivers was Tony Adamowicz. For once things went relatively well for Roy Woods' Carling Black Label team and they were to stay away from the tyre problem thanks to their supply of narrower front rims. The biggest headache for the team was the loss of an engine on Saturday, but things went well after that and, for once, they found themselves without any major rebuilding work to do to their chassis. Adamowicz was wearing a new, lighter glassfibre hand cast on his broken left wrist which he has been forced to struggle with since his nasty shunt at Laguna Seca in May. Showing his best form of the year Adamowicz did a very respectable 55.518 secs for third best in the second heat.

More good and enthusiastic form came from Gus Hutchinson who worked his difficult March around very well for a 55.648 secs best time. Since the demise of Skip Barber's works-associated effort, Hutchinson has been the only man running a serious March effort and his privately run and financed team have done a good job of getting the car working reasonably well. But reasonably well is no match for today's Lola T330 and Gus' efforts tend towards the ragged as he works to balance the coarse transition of the March from under

to oversteer. Hutchison had a unique problem with his fuel swirl pot which is on the left side of the car and wasn't picking up at the end of the banking. It required fitting an extra Benden which Gus would switch on as he sprinted by the pits and shut off again before coming into the infield.

Mark Donohue was able to leave Ontario early so he managed a full night's sleep and in only a handful of Monday morning laps he did a crisp and tidy 55.818 secs to take the outside, second row place in the second heat. Once again the Penske Lola was using rear Formula B rubber on the front, while at the back there were 13 inch wheels being employed for the first time. It was obvious that the silly infield section did not suit the AMC engine's worst characteristics, nor in fact, did the simple acceleration needed around the banking. With this well in mind Donohue kept away from berms and guardrails and drove within the limits of the machine. Sensationalism is, of course, not the Penske picture.

The incredibly reliable Eppie Wietzes fell victim to the tyre disease, just as he was braking down into the infield, and his Lola turned abruptly and slung itself into the wall. This curtailed Eppie's practice and gave hard-working Jim McCormack a full night's work at rebuilding the left side of the chassis as well as doing an engine change. Wietzes had done a 56.082 secs before his dramas which put him in fifth place for the first heat.

John Gunn was next best, his bravado lending itself well to Pocono, as he cracked and sawed his March about in 56.385 secs. It was a good effort for the Roman Brio team who for once found themselves going to sleep on the eve of the race and no engine to build from scratch.

A mere thousandth of a second slower than Gunn was Evan Noyes who has been going better with every new race this year. Noyes' privately financed McRae GMI is another amateur effort which has done a very competent effort throughout the year. Sitting in the same place as Noyes in heat two was Jon Woodner who did 56.412 secs ('See, again I beat Lazier') before having to change an engine.

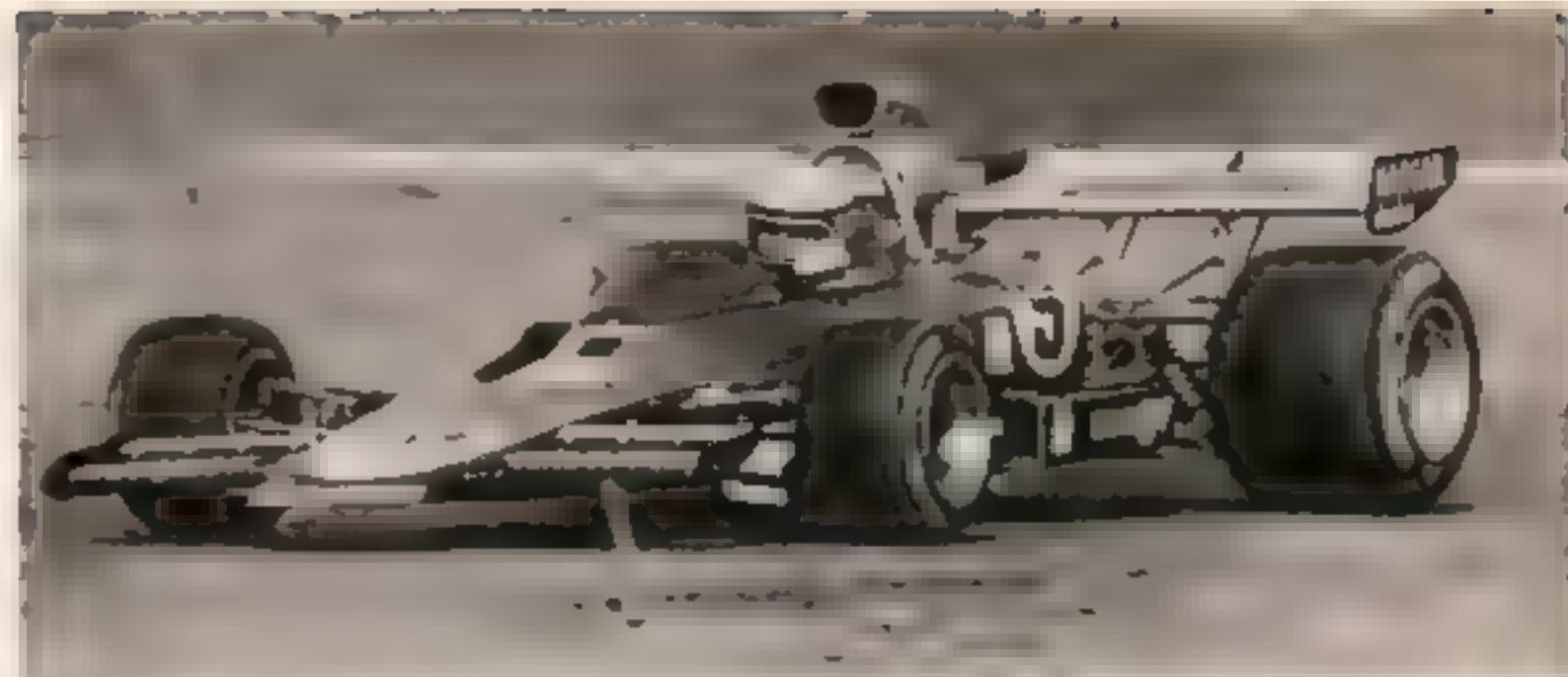
Another private effort which has been going well of late is Steve Pieper's Lola T300 which is run by his father. Pieper did a 56.528 secs with his ex-Wietzes car to nose out Bob Lazier who was hopping from his T330 to his Royale Super Vee in preparation for running off with the VW race. Lazier did a 56.609 secs to edge out Steve Durst who went well in his first drive in Sid Taylor's Trojan before handing the car over to Scheckter. After Jody's crash the car was rebuilt, but Durst was only just getting going on Monday morning when the Bill King-rebuilt engine spewed its oil away. "I guess only Alan Smith should rebuild Alan Smiths" said a thoughtful Jerry Entin.

Nobody else of note arrived which made things a little thin on the ground. Bobby Brown was about with his Chevron, but it was only for display to prospective buyers, while Graham McRae didn't arrive even after a miserable time trying to qualify for the previous day's Ontario 500.

HEAT 1

There were, then, only five serious competitors in the first heat and as they made their way through the searing heat of North America's end of summer heat wave, the number dropped to four as Eppie Wietzes shot into the pits. As Eppie shut the Bartz off the rest powered noisily away with Lunger getting down low and keeping Redman to the outside. So it was Lunger who led through the infield and past the pits with Redman, Hutchison and Gethin in a tight knot behind him, before the rest came by on their own solitary drives. Wietzes got going after nearly half a minute, an errant plug lead wire having been stuck back into place so that the Canadian had, once again, to carve through from the back.

Lunger and Redman began to edge away



Brett Lunger's second place was his best result in the series so far

from Hutchison and Gethin on the second lap, with Brian climbing all over the back of Brett's gearbox in an effort at finding a way by. It was almost an impossibility to pass through the infield, but there were 31 laps in which to find a hole and Redman was, although sniffing and chiselling all the time, not about to risk overheating his tyres with any large and dramatic manoeuvres. By the fourth lap Gethin had dropped away from the two leading Lolas and Hutchison had spun down to fifth, behind Noyes, who he was now reeling in.

On the fifth lap Redman was able to tow up beside Lunger and outbrake into the tightening righthander on to the infield. By the time Brian came rushing on to the banking and past the pits he had already pulled out nearly a full second which he extended briskly to some three and a half seconds by the eighth lap. Being very mindful of the tyre situation, Redman drove with care until the midpoint of the race and then, when everything seemed to be holding up well he put in some fast laps and drew out an 11 second cushion by the end.

Brett was very safe in second place and could afford to relax and take care over the final laps as the left rear tyre overheated and went off. Needless to say he was pleased and optimistic after his recent non-event. Gethin's third place fell away when he had to bring the Chevron in for the anticipated front tyre change after just 13 laps. Peter went back out just behind Hutchison who had finally got by and away from Noyes, and the March and Chevron had a good race for about 10 laps, although Gethin was a lap behind. Peter managed to unlap himself and get away in the final laps to finish sixth behind Wietzes who quickly got into his stride and drove a conservative race, looking for a safe grid position.

HEAT 2

Jody Scheckter has certainly mastered the North American art of rolling starts this year and he again snatched a clean lead as he swept the white Lola down across the banking and through the first sweeper. But as he prepared to brake and drop through the infield he saw the left front tyre fall flat and found himself spinning straight on along the banking. So Hobbs dashed below with Adamowicz, Gunn, Donohue, Woodner and Lazier hanging on behind through that first lap. Jody sorted everything out and crawled into the pits to have the tyre changed and sprinted back out about a lap and a half behind.

For the next four laps Hobbs held a close but strong lead from Adamowicz who was doing a good, clean job of maintaining firm pressure on Hobbs' pace. But on the fifth lap Hobbs' wretched luck collapsed yet again, a left front tyre going flat at very nearly the precise place that Scheckter's failed a few minutes before.

So it was Adamowicz who now took his first lead of the year which by this time was

a comfortable cushion of nearly three seconds to Gunn who was a shade further ahead of Donohue. And then, as Hobbs got out of the pits just ahead of Scheckter, Gunn slowed drastically and drove slowly into the paddock with the water temperature off the clock.

After these hectic eight laps things began to take some kind of form. Adamowicz was now able to extend his lead and hold around a five second lead until Donohue began to pressure himself with 10 laps left. But despite Mark's firmest efforts Adamowicz was able to hold on to a barely dwindling two second margin by the end and give Carlino, Roy Woods and himself a good shot in the arm.

Well behind these two Lazier and Woodner had a good dice which kept them within the same lap of Adamowicz. Woodner led for most of the race but the constant and busy right-turn nature of the course tired him and he had to let Lazier get by and pull away by eight or nine seconds towards the end.

Hobbs and Scheckter had a sustained dice for almost 20 laps with Hobbs doing a very good job of holding Scheckter at bay. It was a good clean chase which brought them quickly into contact with Woodner and Lazier, but just about that time Hobbs again had to slow, the replacement left front losing its feel as it went out of round. So Scheckter was able dash by and take fifth place, driving almost as quickly as Redman with a chassis that was as much as 30 lb imbalanced from corner to corner. Hobbs was a dejected seventh after being forced in for a second stop and falling two full laps behind by the end.

FINAL

With Scheckter, Gethin and Hobbs stuck well in the midst of the grid after the tyre failures of the heats and Pocono's full oval offering so much room at the start, it was inevitable that the first corner would be thick with traffic. Only Redman seemed to break free from the swarm and he had almost broken away as he flicked the car down to the infield. Lunger had been able to intimidate Adamowicz for second, but Scheckter had penetrated already to fourth from Donohue. Wietzes too had made a fine start and came through behind Donohue and ahead of Noyes, Hutchison, Lazier, Woodner and Gethin.

With the chance to escape from his pursuers Redman drove vigorously throughout the first three laps so that he had more than four seconds lead before the train behind him began to settle down and break up into loose chases. Lunger, Adamowicz and Scheckter were getting away from Donohue, but there was almost a full second between each one of them as, in fact, there was between all the first dozen cars. Only Wietzes and Gethin were making any impression on the car they were chasing and then Lazier and Woodner dropped out, Lazier stopping out the back and Woodner making a quick stop for a flat left front tyre.

Continued on page 39

It's Team Ford-Sure-for sure!

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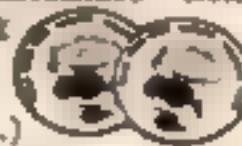


You were wondering where the Barnsley Banditos have been? Well, we're back seniors for the "catch Nigel Rockey" season. El Presidente, Eric Jackson of "roll me over, lay me down and do it again" fame is confident of course. Not off-course, like our folk hero Yumping Bob Bean and his spinning machine at the Brands Ford Sport Day. Escaping execution by jumping on a passing Green Line bus, he headed for the hills taking a superb 10th place on the Welsh with Alan Greenwood in the Team FordSure, Castrol Lubed, blue striped Mexico, the



In our mountain beauty

first of that model over the line. Meanwhile, back at the ranch, Service Director "El Gritty" (Marvin Burgess) took time off from preparing customers' demon screamers and flogging Yumping Bean lamp covers (to you £1.05 pair p.p.) to finish high in class on the Avon Tour. Being a naive peon he found there's a world of difference between nudging banks with cars in Banff and nudging



"El Gritty" backs of cars at Brands. Poor simple lad! So, us magnificent seven (if you include Eric, Martin, the service crew and our donkey) are off to take first place in the Mexico Rally champs - we're second at present. As we said before - we've a Rockey road ahead!

* A pair of lamp covers for the first correct translation-answers quoting (Autosport).



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Harry de Rooy's Daf and Hugh Wheldon fight out a typical rallycross battle in Austria.

Rallycross: John Taylor outlines the past and future

Next Saturday (September 15) Lydden Hill rallycross circuit is the scene for the first British round of the WD & HO Wills Embassy European Rallycross Championship, organised by Thames Estuary Automobile Club and televised by BBC Grandstand. The series, covering six countries in Europe with one qualifying round each (plus a final at Lydden on November 3), is the culmination of many years of effort devoted to bringing rallycross to a truly mass-audience. Continental TV companies, and an often astonishing number of spectators, have provided the impetus to turn the Wills events—and other individual championships like the Dutch Avro TV Trophy series—into worthy stamping grounds for manufacturers and well-sponsored privateers. Britain is well represented for, after four qualifying rounds, John Taylor's Haynes of Maidstone/Shell Ford Escort RS leads the series by nine points. However, that doesn't signify that British Fords rule the series, for the top eight cars read off as: Ford, VW, Saab and Ford tied, Daf, Saab, Daf, BL Mini. In the lower half of the top twenty, quick British Mini exponents David Angel, Nick Jesty and David Preece are all well placed but the Continental opposition can only get stronger. "Autosport" sent Alan Hutchinson to talk to John Taylor to find how this new European branch of motor sport had developed and the future prospects.

Taylor was born in Inverness 28 years ago, the son of a Commander in the Royal Navy. His schooldays were spent largely in Bermuda, before attending Pangbourne Nautical College. Farming and National Hunt (Steeple-chase) Racing occupied John's attention thereafter, with horses growing ever more important as success built up. A back injury caused his retirement from that sport, but he soon entered local autocrosses, daylight stage rallies and rallycross in a 2 litre Volvo. His performances in that tough Swedish battlefield broke the Mini v. Ford monotony effectively, but to win consistently John needed one of those two marques. His first autocross in the Volvo (which he won) was in the Summer of 1969: just about a year later he was at a Ford test day, successfully qualifying as the Escort driver to back up that winter's 4-wheel drive Capri effort. In typically forthright manner John decided he needed a sponsor for his Escort programme and he approached David Haynes at Haynes of Maidstone (a successful Kentish Ford Dealership); the partnership began in 1970 and has continued to this day.

When did you start rallycrossing in Europe, and how?

"Well, the first thing to say is that I was not the original pioneer. I don't know who first thought of taking this English sport abroad, but I am sure that Bud Smith (of

Kentish Border Car Club) took Rod Chapman, John Boulden and Brian Chatfield, plus Mike Butler's Renault RS Gordini, to the continent in 1968. Certainly Rod has always driven his Escort abroad, but the Mini-men always went along too.

"My first trip, in March 1970, with the Volvo, was to Schleswig-Holstein in West Germany. Chapman was there with Chatfield's Mini as well, and we all tried to take part in an autocross. The trouble was a full-scale blizzard, and only my Volvo could get round the track—which was a single lane cut from the side of a mountain! I didn't win though, for the Beach Buggies blew me off. We thought it would be a good idea for the organisers to come and see British rallycross, and that they did."

How did European Rallycross develop for you after that inauspicious start?

"Truthfully, I became much better known in Britain during that winter. We entered the Escort for the Guards Championship at Croft, as well as backing up the Capri at Lydden and Cadwell Park, and took the title, despite some atrocious weather, which experts often reckon as the ruination of Escort hopes.

"It wasn't all roses though, for at Cadwell I wrote off the works-loaned left-hooker Escort in the chalk dip" (the only serious accident I can recall for Taylor—AH).

"During the Summer of 1971, things really began to happen on the continent. We went back to Schleswig-Holstein with the Haynes Escort and found completely new autocross track, more than adequate for 2 x 2 starts. Then, in April 1971, we (Rod Chapman and myself) renewed contact with Jan De Rooy, who made sure that we had entries for a brand new circuit at Valkensward in Holland. In fact, the De Rooy's have been amongst our (meaning British competitors') biggest allies, especially for Rodney C and me. Nothing was too much trouble when we were finding our feet: cars could be prepared at their business (trucks, lots of Dafs!) and they also helped by just sheer competitiveness. Like Chapman and myself they had strong links with the factory (at that time they ran Dafs with 1300cc Renault engines) and they really helped the rallycross cause by being so darn competitive."

Taylor thinks for a minute and adds "of course that's the trouble from my point of view now—there's too many who go quickly!" Taylor turns his attention back to the European rallycross tracks: "In April 1971 we went to Valkensward (near Eindhoven) for the first time. Then it consisted of just 50 metres of tarmac and the rest—over 1100 metres—consisted of sand. The sand just rutted up and I found you could lose an Escort in the holes.

"At this stage just about 2,000 people attended the Dutch rallycross track, but new sport soon drew the attention of TV, and still bigger crowds. Our next European date was at the German port of Kiel, and a converted horse-racing track. Over 40,000 attended, but the safety precautions were woeful, and I saw an Alfa climb a hedge and disappear. Rod and I finished first and second, but I never went back to the track. Rod did, but it's now been built over and Germany's rallycross track is at Buxtehude, near Hamburg.

"Through the summer Valkensward developed, more hard surface stone was added on the corners: originally there had been huge jumps to please the crowd, and break the cars, but these have been eliminated in the cause of speed, and bigger crowds attracted by speed. On our first visits the lap average speed was about 80 kph—now it's just about exactly double at 120 kph!"

Do you think it was just the spectators that boosted Rallycross?

"No because we've now reached the stage where Valkensward rallycross, as shown by AVRO, reaches out from Holland into parts of Germany and Belgium. I don't know what the audience figure is, but I do know that it's the third largest draw in Holland, behind Feyenoord and European football."

You said 1971 was the year of change—were any other new tracks opened?

"Yes indeed. In Belgium they built Opcimble with very little tarmac, but a lot of sensible hard shale, lovely for quick tail-out motoring. This year Opcimble ran into trouble over safety (a car went into the crowd last year, without causing major injuries) and the organisers cancelled a recent event on these grounds: they'll be back though. Also, the foundations for Buxtehude in Germany and Melk in Austria were laid. A party of Austrians and Germans came to see British rallycross in action last winter (71/72) and in '72 Hamburg was ready to go as a modified autocross circuit. The Austrians found Melk, sort of midway between Salzburg and Vienna (in the Danube valley) and it has turned out the best of the lot. Melk circuit is over 1400 metres long, very fast and spectacular, which brings out the best in the Escort."

How did you get on last year in Europe?

"The biggest difference was in competitiveness: speeds rose dramatically. In August AVRO invited Saab to come to one of the meetings and Per Eklund appeared. The Saab people were very impressed and, as

you know, they came back in a big way for 1973 with Stig (Blomqvist) and Eklund in very light cars that really get the job done with that freewheel device. To see Blomqvist in action is a true revelation, in fact I remember once having a terrific view of him steaming past on full chat when my brakes were full on!

"This is the marvellous thing about the new competitive drivers in Europe—I learn an awful lot very quickly from them, and their cars, so now the racing is much more competitive amongst a wider variety of cars.

During last year organisers were getting together to put this European series together. The only track I have not driven on before is Hesdin in France (I don't think anyone else has either) but we can obviously expect to see Alpines going well. For the 1974 European Championship, I think we can anticipate the emergence of Scandinavian rounds in the Championship."

What about car progress in European rally-cross?

"From the Escort point of view we started with 140 bhp from an 1800cc pushrod. At the time, these flexible engines suited the rough going, but now the speeds are so improved that I have just (since the September 2 round in Holland) started to use a 225 bhp alloy block BDA. At present this engine's a bit too violent when it steps on cam at 6000 rpm, so I'll try and smooth it out a little—by changing camshafts—after the Lydden round. As always in loose surface motoring, the problem is getting the right balance between horsepower and adhesion. We've certainly more grip today. I started off with 5in knobbies, but wheel rim widths now are 8-9 inches, often with Dunlop Racers installed.

"Finding the right suspension layout is also useful training for any would-be development engineer. The Macpherson strut, live axle components are retained, but I use the vertical shock absorber/coil spring units at the rear, locating the axle with four links and a Watt's linkage. You can say that it was old racing practice with a raised ride height—but the signs are that this sort of layout could become acceptable for a rally like the RAC. I think the qualities of Bilstein gas-filled shock absorbers are well known, and I use such units in the Escort."

How about the opposition's cars, how do you rate them?

"It is so tight at present that I say if you're a winner, you've earned it! Honestly there's little to choose between our-

selves, Saab, Daf and that 2½ litre VW that Wurz drives. Also very competitive and worth looking for in the future are the Opels and Alpines. British Leyland I would place in a separate box: at Lydden Hill Hugh Weddon and a Mini will always go very, very well but in Europe it's a very different story. There doesn't seem to be a lot of technical feedback to keep up with the developments of other manufacturers (BL International enter the cars in Europe) and it's difficult to predict their future results. So far as other British-based representation is concerned—Chrysler or DTV for instance—I think nobody has told the right people at those factories, so they don't really know how much TV coverage and support there is in Europe."

What about the cost of running in Europe?

"The best continental drivers outside the works teams have some extremely good sponsorship deals—I know, there was one of the best making us an offer today and it's extremely handsome! Obviously it costs more to compete abroad in terms of sheer travel and accommodation expenses, but if you're any good the rewards are very worth while. At one track, where they pay on crowd drawing ability, the winner took home £700 and the second only a £100 less, which is a super contrast to the British idea of rallycross reward."

How do you see the future?

"It all looks very good indeed at the moment. You can expect to see Finland and Sweden in the European Championship next year, which can only make things better from everyone's point of view."

On Saturday we will see the fruits of the labours in Britain toward even holding this European Round. It's an idea that has been talked about for years, but TEAC on the organisational side and pioneers like John Foden (one of the others who was quick to grasp the significance of Europe, see the article in last week's AUTOSPORT), plus the Wills sponsorship, have made it all possible. If you can't be at Lydden to see for yourselves, look out for over 30 mins transmission time from BBC Grandstand on Saturday afternoon. We've heard that Murray Walker even went to Holland to make sure that he was up to date on the rallycross scene—and there's no doubt that he is one of very few motorsport commentators who take the trouble to record note on every competitor.

Rallycross to become a mass audience draw in the late 70s? stranger things have happened!

John Taylor, seen here in European sponsors colours, starts at Lydden in the lead of the championship



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And to make sure he has, 17 of our Datsun staff are engaged solely in inspection work.

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is repeated all over again - just to make sure.

Bluebird reliability proved in East African Safari

In the recent East African Safari rally - probably the world's toughest - Datsun won first and second places as well as the team prize. Another proof of Datsun reliability was the fact that out of 1000 Datsun drivers, 800 of them were Datsuns.

Bluebird equipment

Because we do all we can to make our Bluebirds trouble-free, we know the customer will be saving a lot of money as a result.

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mirror, wing mirrors, tinted glass, zone toughened windowfilm, central console box, three ashtrays, sun-tilted headrests, centre console, theft-proof locks, steering lock, adjustable seat, carpet and fitted carpets.

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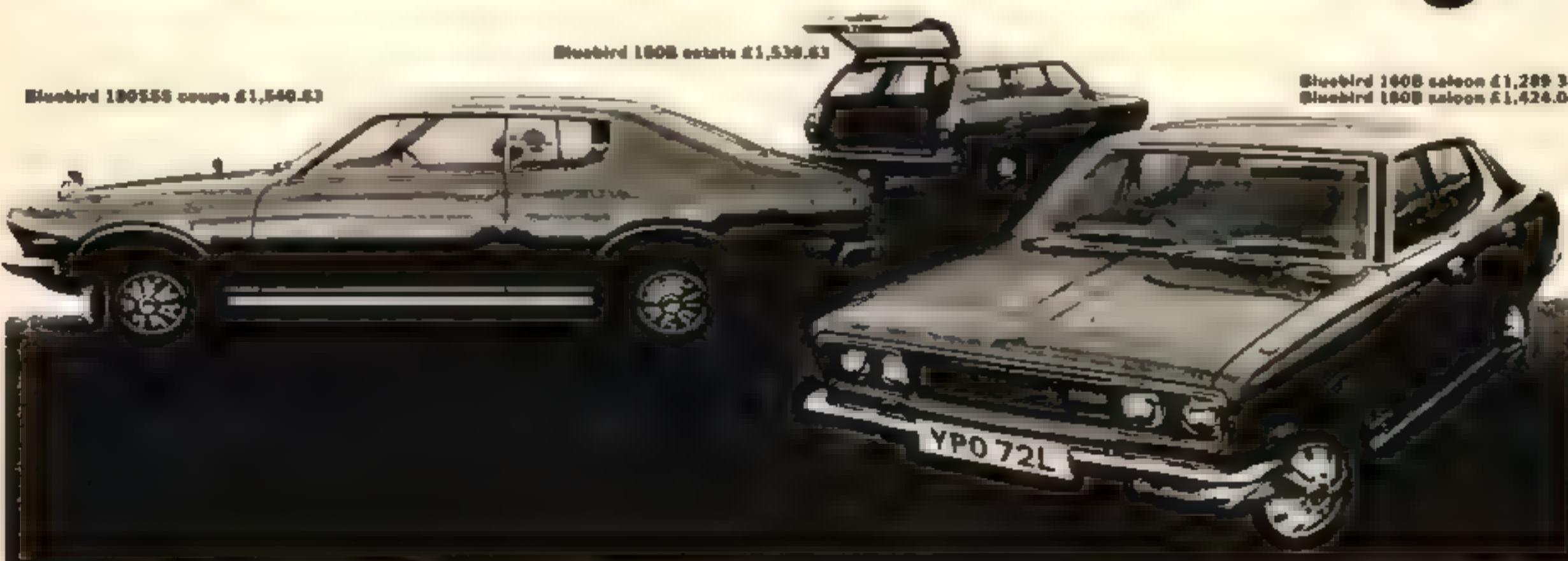
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Tony Fall gets the Datsun 180B well sideways on one of the 25 stages.

TOTAL RALLY

Success in South Africa

TONY FALL gives an account of winning for Datsun

Organised by the Pretoria MC of South Africa and run during the last week of August, the 16th Total Rally proved to be an improvement on previous years, concerning the running of the special stages and operation of the time controls. As usual the organising club made available return air tickets for overseas crews and this attracted Ove Andersson/Jean Todt in Toyota Celica locally prepared; Pier Walfridsson/John Jensen in a Toyota Corolla Estate car; Ove Andersson/Charlotte Heuser in the same Datsun 1200 they won the Ladies Award on the BNU Rally and prepared by Ewald van Bergen of Special Vehicles Division of Datsun SA plus myself and local co-driver Franz Boshoff in a works 180B Datsun running on carburetors instead of injection. This car put out about 175 bhp and was virtually to the same specification as the Safari Cars. George Nascento from Portugal was supposed to bring a Datsun 1600SSS from Lisbon but his sponsorship fell through and the car never arrived so he rented a similar car from a local enthusiast. Darniche's ex-Morocco rally Alpine was flown out for the Monégasque crew of Rics/Iscoart.

A strange ruling by somebody forbade competitors to use tyres manufactured outside SA. We managed to get some Goodyear Ultra-Grips which are just starting production there. The other most popular tyre being the Firestone Cavallino. The start was as per Monte Carlo with various starting points converging on to a common itinerary. Most people opted to start from Pretoria, some of the other starting places only receiving two starters.

The first section back to Pretoria saw the inclusion of three special stages and some tight road sections basically to give a classification to the press and also put the restart the next day into classification order—a thing that more rallies ought to do.

Jan Hettema was the quickest and so the first to restart driving with Gerry Phillips, the "Little Chevy" as it is marketed in S.A. having a five litre V8 engine going in standard form 290 bhp! Unfortunately Rev Walfridsson's Corolla Estate car blew its engine just after the start, which made his rally a very short one. Ove Andersson was 2nd, we were third and Elbie Odendall 4th with an ex-works

Escort. He should have been higher but was penalised 2 minutes on a radar trap. The radar traps were frequent with the penalties severe for an offender: 20 kph over the speed limit meant exclusion.

The meat of the rally was contained in the last two nights in the forests of the Republic and Swaziland. Route finding was by a road book made by the organisers and as was to be expected many competitors lost themselves completely. At one time control between stages in the middle of the forest saw competitors emerging from four different directions at the same time with the numbers ranging from one to fifty.

Jan Hettema made the rally man's favourite and did a "straight on at T" on an unmarked junction. Our fan belt was constantly breaking and streaking and eventually the bottom hose was cut by the pulley and we lost 15 minutes replacing it. Ove Andersson broke a front strut and retired.

The ten hour halt at Nelspruit saw only 17 cars running, this being reduced the following night to only 10.

The last three stages on the run to Lorenzo Marques in Mozambique were very dangerous affairs with local marshals operating them, the last two in particular were open to traffic and the start marshals said they had no instructions to close the roads—we met assorted vehicles including a bus.

A protest by the Alpine crew regarding their exclusion at a badly sited radar trap delayed results, but these were eventually posted.

The organisers of this rally would like to see it included in the World Championships but I feel they have some loose ends to tie up first: I understand that next year the event will be run exactly to the FIA book and not to local SA regulations. If this is so it would be an excellent rally running in very competitive terrain.

1. T. Fall/F. Boshoff (Datsun 180B) 34512 2. E. Odendaal/C. Kaun (Ford Escort RS1300) 36981 3. C. Costa/M. Heuser (Chevy Firenza V8) 40123 4. S. van der Merwe/C. Hawking (Datsun 1600 SSS) 43873 5. A. Lieberberg/L. Joubert (Peugeot 504 (m)) 45322 6. F. Frans/E. Prys (Toyota G501) 47784 7. M. Jerry J. Wilson (Fiat 128) 47784 8. P. Schurman/M. Oorder (Dodge Colt) 48857 9. D. Dancker/Anderson/C. Heuser (Datsun GX) 53286 10. O. Gaus/P. Gaus (Toyota G501) 54724

Continued from page 33

By the tenth lap it was clearly Redman in control from Lunger, while Scheckter was looking now for a way past Adamowicz. Donohue had picked up his pace somewhat as Wietzes drew closer and by this time had got himself back into range of Jody's Winston Delta car.

So while Redman drove on to another crisply stated win for Jim Hall and Steed we watched to see if Scheckter could find the hole in his chase of Adamowicz' black car and salvage third place and the L&M Championship. It took until the eighteenth lap for Jody to do it, emerging from the fine oil spray behind the Black Label Lola to outbrake Tony into the infield and begin a pursuit of Lunger. The five second margin came slowly down so that with 18 of the 45 laps to go Scheckter was within two seconds of Lunger. But then Brett seemed to respond and Jody's job became even harder. Soon it seemed that Lunger was beginning to take control of the situation and during the last eight laps it became apparent that Jody was struggling in the cockpit of his Lola. The orange band of his helmet would flick up through the looping right on to the banking and then Jody's hand would grab at the sides of his helmet, apparently keeping his head upright. By the end he was exhausted from the heat of the cockpit, which had badly chafed his legs, and a weak and aching neck which must have been strained in his backwards shoot into the guardrail during practice.

Redman's handily earned victory puts him in the position of being the clearly dominant force that Scheckter was earlier in the season and it will be interesting to see if Sid Taylor and Ron Bennett can produce a suitably tweaked Lola for Scheckter to deal with Redman in the final race at Seattle in three weeks.

Adamowicz seemed to be a safe fourth until an old McLaren spun in front of him, sending him across the rough and allowing Wietzes to close right up as they started the last lap. Eppie came rushing up under braking for the final loop and swept across to the outside as they understeered through towards the banking with the blue Lola going in late and trying to shoot across on the inside as they dashed under the flag. But Tony held on and it wasn't until they were both beyond the finish line that Wietzes could tow by the Roy Woods car.

Donohue drifted back during the last half of the race, unable to do anything about his Chevy-powered protagonists and settling in for a smooth and safe sixth. Hobbs got stuck behind Gunn in the first few laps, having been too far down the grid to make up any space in the opening laps. Gunn aggravated the situation by spewing out a constant stream of oil for almost 10 laps and following that with a contrasting attack of water before finally pulling off after a dozen laps with fading oil pressure and a broken water pump. Hobbs was well out of things by that time and after getting lapped around mid-distance he got by Evan Noyes to take a very frustrating seventh.

Hutchison and Gethin caught Noyes but before either one of them could get by they ran into tyre troubles. Peter lost a couple of laps changing a punctured rear and Hutchison's March went through a front. So the Chevron carried on for an unrewarding ninth and the March ran into another flat tyre and slid firmly into the wall, taking off all of the left side and damaging the monocoque.

Results, Long Pond, September 3
 1. Brian Redman (Lola-Smith/Chevrolet T330), 41 m 48.118 ± 11.237 mph
 2. Brett Lunger (Lola-Tatra/Chevrolet T330), 42 m 2.651 s
 3. Jody Scheckter (Lola-Smith/Chevrolet T330) 42 m 35.764 s
 4. Tony Adamowicz (Mola-Woods/Chevrolet T330), 42 m 36.973 s
 5. Eppie Wietzes (Lola-Bans/Chevrolet T330), 42 m 3.038 s
 6. Mark Donohue (Lola-AMC/Tatra T330), 42 m 38.715 s
 7. David Hobbs (Lola-Chevrolet Morane T330), 44 s
 8. Evan Noyes (McRae-Bans/Chevrolet G3M), 45 s
 9. Peter Gethin (Chevrolet Smith (Chevrolet) B241), 42 s 10. Marti Krebs (Chevrolet/CRM T330)
Fastest lap Wietzes, 54.344 s, 119.24 mph.
Most wins Redman and Adamowicz.

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Two Formula Ford races and an exciting Mexico race were the main meat in an ambitious eight-race programme organised by the Northern Centre of the BRSCC at Cadwell Park on Sunday. Despite a number of bent motor cars, the meeting ran only 20 m late, although if it had rained instead of the hot sunshine that prevailed for most of the day, who knows when the last race would have started. A good crowd turned out to see Donald MacLeod increase his lead over Derek Lawrence in the BOC FF championship, although Lawrence didn't start. Peter Harrington proved himself a master of this narrow circuit which is always so popular, by winning the Tate championship FF round, despite strong opposition, while Allan Wilkinson, rebuffing an early challenge by poleman Tony Dron, won the Mexico round, with battles raging behind. Both production rounds, STP and Castrol, suffered from lack of entries, the latter more, and because of the Britax round at Brands Hatch.

It was left to the Roger Clark/Essol Alfa and Stuart Graham's well-prepared Camaro to provide the Castrol action, with poleman Graham pulling into an immediate lead that he was never to lose. John Handley took up the challenge, but despite the twisty and narrow track, Graham had 7.8 s in hand after two laps, and proceeded to motor to an easy victory. Handley kept it up in second, while

CADWELL PARK

Wilkinson and MacLeod increase leads

third was team-mate Stan Clark, once he had disposed of George Potter's 3.0 Capri, although the latter retired after four laps with a broken accelerator cable. Fourth was therefore Wishart's proprietor Stan Robinson in the Gordon Spice 3.0 Capri, who was continually harried by £800 to £1,050 winner, John Lyon in the Berlita Escort Sport. He in turn had his hands full of Simon Kirby in the P. K. Sharpe Simca Rallye, who was but a few seconds away. Dennis Busell was third in the 1.7 Viva, but a series of moments gave the place to Malcolm West's Escort Sport.

A practice non-starter for the BOC round was sadly Derek Lawrence's Smallman Oils Dulon when the oil pump sheared, leaving the Wolverhampton driver with a seized Rowland and pole position, 0.8 s faster than the opposition. However, there was to be no Lawrence, so pole was inherited by John Crowe's Servis-sponsored Merlyn-Scholar Mk 17/20. It was his neighbour on the front row, Donald MacLeod in the pale blue Van Diemen-Scholar FA73 who immediately took the lead from Crowe, Dennis Shattuck (Elden-Piper Mk 10) and Richard Morgan's freshly completed Ray-Vegantune 73F. By the Mountain first time around, Syd Fox was challenging Shattuck in a brand new Hawk, the prototype DL11 with shorter wheelbase and narrower track, fitted with a borrowed, and allegedly underpowered Piper. However, the American spun out of Beak Corner up the Mountain and dinged the nose on the bank. Also on the second lap, Morgan had a moment at Hall Bends, dropping from fifth, so it was Robert Arnott (Merlyn-Scholar Mk 24) who found himself fourth, a position he held to the end, despite late challenges from Graham Elkington's Royale-Brown RP16, Peter Harrington, who was running in a new Scholar after practice scoring of the bore, and Tiff Needell's Elden. MacLeod was relentlessly chased by Crowe but to no avail, while Fox gave the new Hawk a promising debut for third.

The "other" production saloons came next, mixed with one or two special saloon reserves, while the £1,050 to £1,500 class was bolstered by one or two of the Mexico men converting to GI trim to get more practice for their later thrash. It was the special



Wilkinson, Dron and Mansfield battling it out in the Mexico race.

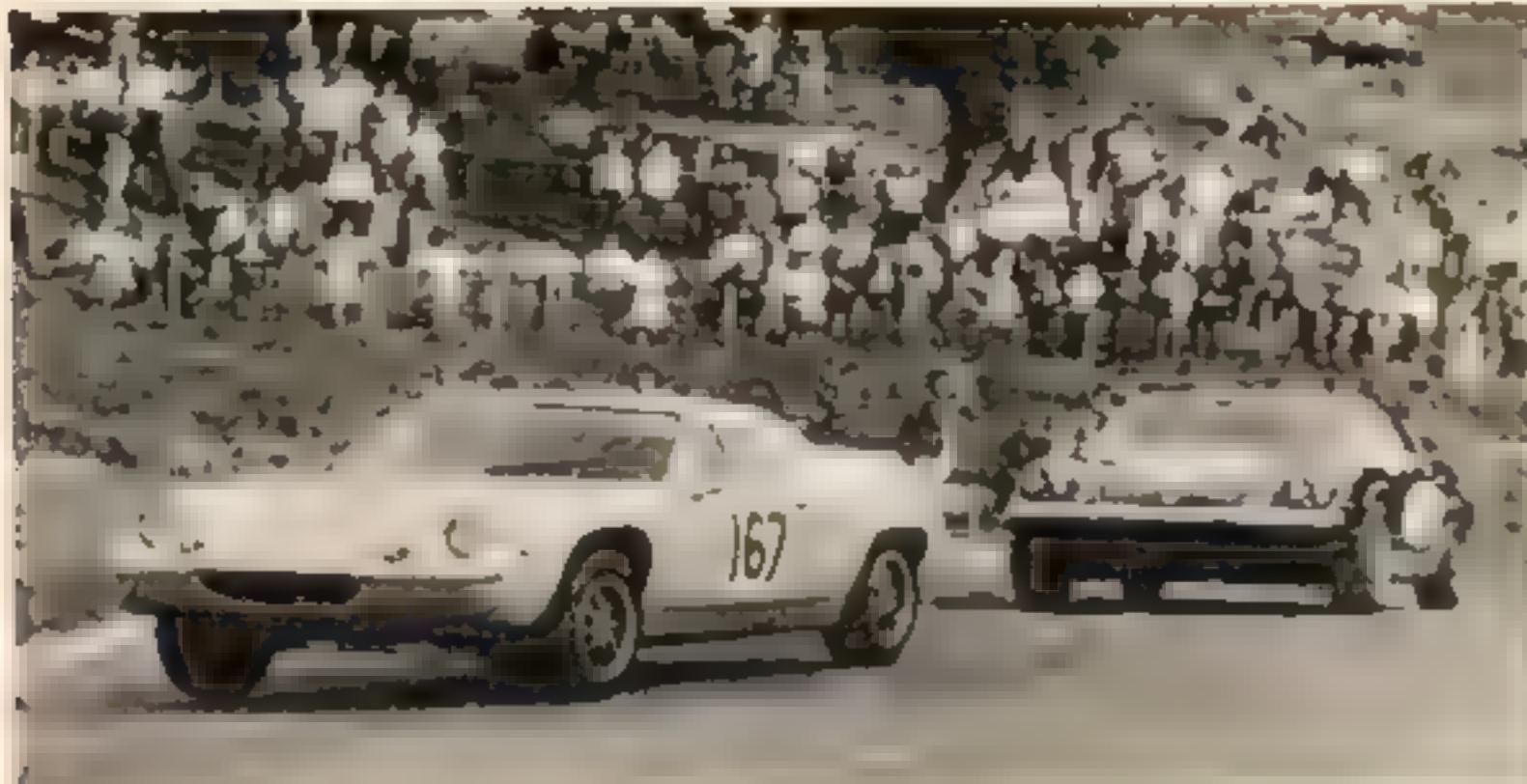
saloon 1.3 Cooper S of Gerald Clark which showed everyone the way round, pursued at a distance by class winner Tim Stock (2.3 Firenza). The main dice was between Barrie Williams, Mexico mounted instead of the GN Firenza as they thought he wouldn't be fit following his slipped disc at Rufforth, and Stuart McCrudden in his 2.0 Cortina, Williams taking the lead on lap two to the end. Mike Crabtree also had a Mexico GI race for the next position, while first of the small class was the only starter, John Worton (1.0 Mini Mk 3), who had the Mexico of Steve Nairn to play with. Some word must be said about Nigel Stovin-Bradford's day. Having dinged the front end during practice, he rolled the ShellSport Hunter at the second bend in the race, fortunately with little injury, although the Hunter didn't look too good.

The round of the Northern Clubs Formula Ford championship race for the Tate and Yorkshire Post trophies was excellent entertainment. Poleman was Van Diemen driver Graham Cuthbert with Mike Wrigley's Merlyn-Piper Mk 11 beside, and Peter Clark's Wigley Plant and Crane Hirn Crossle-Rowland 25F and Bill Burley's Royale-JPE RP16 behind, with Harrington behind them. Wrigley led off the line as Cuthbert struggled to find second, allowing Burley and Clark also to get by before Coppice. Clark was in second by Park with Harrington's Archer and Sharpe Crane and Plant Hirn Cougar fourth. Cuthbert slipped even further back, finally retiring when the driver realised there was little that could be done. A shame. Harrington was in third by the end of lap one, while behind fourth-placed Burley, Nigel Haywood (Merlyn-Rowland Mk 20A) and Tim Rathmell (Titan-Titan Mk 6) were locked in conflict. Harrington made his move into Park on lap four for second, and set out after Wrigley's elderly Merlyn, which was putting up a fine show. It took one lap for him to get by on the start/finish straight, and there Harrington stayed to the end, a most talented display. Clark also tried to get by the Merlyn but failed by 0.2 s. Haywood got the better of Rathmell on lap six for fifth behind Burley's Royale. Dennis Crompton had a lonely race in his Centaur to take seventh.

Just to keep us on our toes, out came the Mexicos, with the consistent Allan Wilkinson

challenger, Tony Dron on pole in the Straker-sponsored car. Although personally extremely brown following an Italian trip, Wilkinson kept up Straker's yellow colour scheme with his Allen of Romford-sponsored car alongside the Dron. Rod Mansfield, despite being off colour during practice, was next up. It was Wilkinson who won the drag race off the line and was first into Coppice, followed by Mansfield, Barrie Williams, and Stuart McCrudden. Crabtree was by the latter by the Mountain, but while the first three were tied together up front, a huge group of Mexicos were forming up to do battle for third, comprising Williams, Mike Freeman, McCrudden, Crabtree, Gordon Raby, Nick Weir, John Waterman, Peter Ripley and David da Costa, with publisher Simon Taylor bringing up the rear. While Rod Mansfield appeared to be losing touch very slightly with the leading duo, Williams spun at Park and split up the next bunch, allowing Freeman and McCrudden to break free. That was lap three, and on the next lap the pattern of the race was to change. Dron seemed even closer to Wilkinson going up the Mountain, there being inches in it, but going into the twisty Hall Bends, Dron lost the Straker's car on the loose gravel generally cracked up over the last few laps, leaving the car halfway up to the bridge with a badly dinged front wheel, which pushed the pedals back, mildly injuring the Dron's leg. Under the yellow flags, the bunch behind broke up, while McCrudden and Freeman had an about turn. Crabtree had a different kind at the Gooseneck to come round eleventh next time round, the seventh lap. With Wilkinson away to yet another Motorcraft win, Mansfield maintaining his position in the championship, although being slowly caught by the McCrudden/Freeman dice, a new group formed up for entertainment comprising Da Costa, Waterman, Weir, Ripley and Taylor, Waterman being the man up front at the end from Da Costa. Altogether a much safer Mexico race, but just as entertaining as ever.

There was no de luxe class in the STP Production sports car race, for Mike Wooley failed to turn up in the Carrera, and Chris Meek had a loom burn out in the Pantera. Instead, we had John Lepp in the Sports Motors Europa on pole, but it was the similar car of Alan Minshaw which came through from row two to lead to Coppice. However, whilst the Europa trio of Minshaw, Malcolm Wayne and Lepp looked very exciting, all was not well on the track and Minshaw retired the Demon Tweaks car being unimpressed by Lepp's driving techniques. With Minshaw out, Lepp and Wayne settled down to do battle, the outcome being in the former's favour on lap five at Park. Third, fourth and fifth were consistent throughout, being Roger Smith (Lotus Elan Sprint), class leader Shaun Jack-



Malcolm Wayne leads John Lepp in the STP race.

son (2.5 Triumph TR6), and Paul Griffiths 2.0 Jensen-Healey), although the latter was challenged by David Cudworth's Elan Sprint until a series of moments dropped him down the field. Geoff Till was customarily leading the small class until a half-shaft broke yet again, so Terry Hathaway's similar 1.3 Midget won.

Chris Meek showed us all how to go round Cadwell in the most tremendous style in the Princess 1.3 Escort. There was no challenger. Tony Sugden led the rest, from Nick Whiting's similar Escort and Tom Powell's 1.3 Vita-Mini until a brake pipe came loose. Whiting inheriting the place despite spin, from Powell, although the latter dropped with a spin right at the end. Ray Edge reappeared with a rebuilt 1.0 Mini-Ford with second in class, while a good drive was had by David Conway through the field. Martin Edwards had a spectacular roll at the foot of the Mountain leaving the driver fortunately without injury, while practice dings excluded Alex Clacher and Bob Fox from the running, the latter visiting Cadwell's infamous barn when

the suspension collapsed.

Final event was a libre/Clubman thrash and rightfully provided Martin Watson with a runaway win in his 1.6 GRD-Bectune BT2. Second was Roger Craven, once he had disposed of Jo Applegarth's Brabham BT23C, which was silenced for Croft and shouldn't really have presented any problem to Craven, although the GRD's Vengtune was down on power. Running with Applegarth was Malcolm Jackson's BGL-Holby Mk 1, but he disappeared right at the end, handing the place in the Clubman's class to Barry Joell's Tolbar U2-Holby Mk 11B. An uninspiring end to a pleasant day.

BOB CONSTANDUROS

Capital Production saloon car round, over £1300 and £800 to £1050 (10 laps). Over 1500 and overall 1. Stuart Graham (1.3 Austin Camaro) 19 m 22.2 s, 70.36 mph. 2. John Hensley (2.0 Auto Romeo) 19 m 20.4 s, 71.3 m. 3. Ian Clark (2.0 Auto Romeo) 20 m 24.4 s. 4. Steve Robinson (2.0 Cam) 20 m 46.2 s. *Fastest lap*: Graham 1.3 m 31.8 s, 72.83 mph (record).

£800 to £1050 class 1. John Lyon (1.3 Escort Sport) 42.78 mph. 2. Brian Kirby (1.3 Austin Healey) 3. Malcolm West (1.3 Escort Sport) *Fastest lap*: Lyon, 2 m 34.4 s, 63.64 mph (record).

Golden Malins BOC Formula Ford championship round (10 laps) 1. Donald MacLeod (Van Damm Schenck FA

73) 17 m 06.8 s, 78.66 mph. 2. John Crows (Mervyn Scholar Mk 17/20) 17 m 06.4 s. 3. Syd Fox (Hawke Peter Dulys) 17 m 23.8 s. 4. Robert Arnott (Mervyn Scholar Mk 24) 17 m 30.0 s. 5. Graham Ensign (Royale Brown AP16) 17 m 30.2 s. 6. Peter Harrington (Cougar Schenck 17/21) 17 m 34.4 s. *Fastest lap*: Crows, 1 m 43.4 s, 79.58 mph.

Castrol Product oil saloon car round £1300 to £1500 and up to £2000, special saloon reserves (10 laps) 1. Gerald Clark (1.3 Mini Cooper) 18 m 58.4 s, 73.49 mph. 2. Tim Stork (2.0 Vauxhall Firenza) 20 m 0.0 s. 3. Barry Williams (2.0 Ford Escort) 20 m 20.2 s. 4. Stuart MacLinden (2.0 Ford Escort) 20 m 24.8 s.

£1300 to £1500 class 1. Steve 67.44 s. 2. Willams. 3. MacLinden *Fastest lap*: Steve 1 m 55.4 s, 68.41 mph (record).

Up to 1600 class 1. John Worton (1.0 Mini Mk 3) 57.29 mph. No other starters. *Fastest lap*: Worton, 3 m 35.4 s, 60 mph (record).

Special Saloon class 1. Clark 73.42 mph. 2. Derek Hunter (1.3 Ford Escort) 3. Paul Irwin (1.6 Ford Escort) *Fastest lap*: Clark 1 m 49 s, 74.21 mph.

Northern Clubman FF championship round for Tate and Lyle's Peat Trophies (10 laps) 1. Peter Hensley (1.6 Goupe Scholar 17/21) 16 m 57.4 s, 79.63 mph. 2. Mike Whaley (Mazda 1300) 17 m 00.2 s. 3. B. G. G. G. (Regal PE AP16) 17 m 04 s. 5. Nigel Haywood (Mervyn Scholar Mk 20A) 17 m 26 s. 6. Tim Rathbone (T. Jackson Mk 16) 17 m 26 s. *Fastest lap*: Hensley 1 m 40 s, 81 mph.

Motorcraft Minx challenge round (10 laps) 1. Alan Williams 19 m 39.2 s, 67.55 mph. 2. Rod Mansfield 20 m 0.2 s. 3. Steve Freeman 23 m 01.4 s. 4. Stuart McCrudden 23 m 02.8 s. 5. John Winkerman 20 m 15.4 s. 6. David Baas (Cortina) 20 m 15.4 s. *Fastest lap*: Winkerman 1 m 54 s, 69.85 mph.

STP Production sports car championship round (10 laps) 1. John Clegg (1.6 Lotus Europa) 18 m 13 s, 71.44 mph. 2. Malcolm Wayne (1.6 Lotus Europa) 19 m 04.2 s. 3. Roger Smith (1.6 Lotus Elan Sprint) 20 m 15.8 s. 4. Sean Jackson (2.0 Triumph TR6) 20 m 35 s.

£1625 to £3000 class 1. Clegg 7.84 mph. 2. Wayne 3. 3 m 51 s. 3. 31.6 s, 73.74 mph (record).

£1200 to £1625 class 1. Jackson 65.55 mph. 2. John Jackson 1.8 MGB 3. Ron Hopkinson (1.6 MG B) *Fastest lap*: Jackson 1 m 01.6 s, 87.94 mph (record).

Up to £1200 class 1. Terry Hensley (1.3 MG Midget) 42.0 mph. 2. Mike Adel (Cheltenham) 1.3 MG Midget no other finishers. *Fastest lap*: Geoff Till (1.3 MG Midget) 7 m 30 s, 65.73 mph (record).

MG Spec Saloon car championship round (10 laps) 1. John Mass 6. Ford Escort 6 m 46.8 s, 80.49 mph. 2. N. J. Whiting (1.6 Ford Escort PVA) 17 m 47.2 s.

3. Tony Mass 6.2 Ford Anglia 17 m 47.2 s. 4. Eric Smith 1.2 Mini GT 17 m 47.3 s.

Over 1500 cc class 1. Whiting 80.46 mph. 2. Whiting 1.2 Mini *Fastest lap*: Whiting 1 m 38.6 s, 82.73 mph (record).

1000 cc to 1300 cc class 1. Smith, 75.86 mph. 2. Paul Tait (1.2 Austin Cooper) 3. Tom Powell (1.1 V. 6 M) *Fastest lap*: Powell 1 m 41.4 s, 79.10 mph (record).

851 cc to 1000 cc class 1. Peter Baldwin (1.0 Austin Cooper) 3. 72.88 mph. 2. Ray Eddie (1.0 Mini Ford) 3. Lionel Dixon (1.0 Austin Mini) *Fastest lap*: Baldwin, 1 m 48.8 s, 76.54 mph.

Up to 850 cc class 1. David Endrey (850 Morris Mini) 67.75 mph. 2. Jeremy Morris (850 Morris Mini) 3. Mike O'Farrell (M and M Developments Mini) *Fastest lap*: Endrey 3 m 0.8 s, 66.74 mph.

Morning Telegraph trophy round and Northern Clubman's championship round (10 laps) 1. Martin Watson (1.6 GRD-Bectune) 8.2 m 45.8 s, 85.74 mph. 2. Roger Craven (1.6 GPO Vengtune) 22.2 m 34.8 s. 3. Jo Applegarth (1.6 Brabham BT23C) 16 m 10.8 s. 4. Harry Joell (1.6 U2-Holby Mk 1) 17 m 18.4 s.

Single Seater 1. Watson 85.71 mph. 2. Craven 3.

Applegarth *Fastest lap*: Watson 1 m 24.4 s, 87.66 mph.

Clubman's Joe 73.00 mph. 2. Rob Wainwright (1.6 Mk 4) 6.1.2 Mini Imp. *Fastest lap*: 3. William Murray Thompson (1.6 Mini) 1 m 24.4 s, 87.66 mph. 4. Malcolm Jackson (BGL-Holby Mk 12) 1 m 24.6 s, 87.66 mph.

SILVERSTONE

Henton's works Ensign triumphs in F3

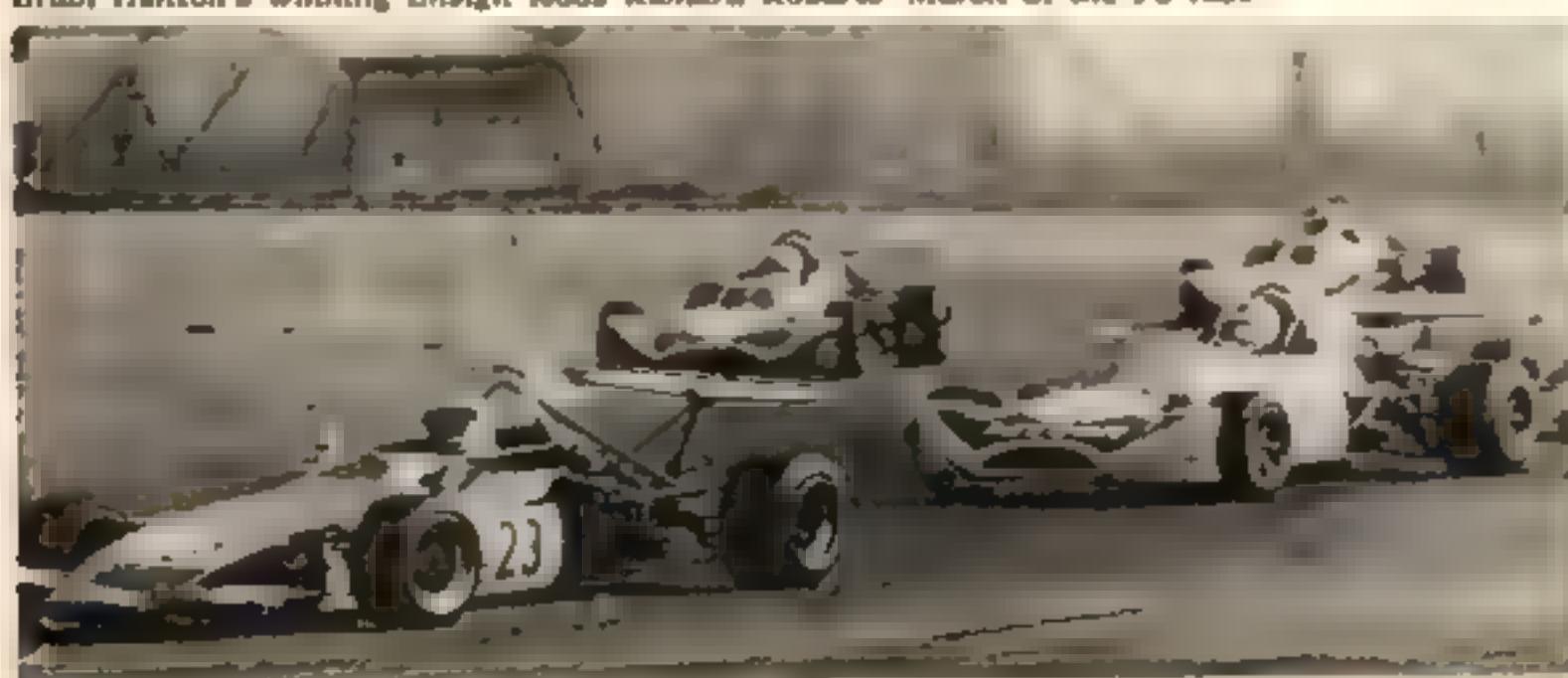
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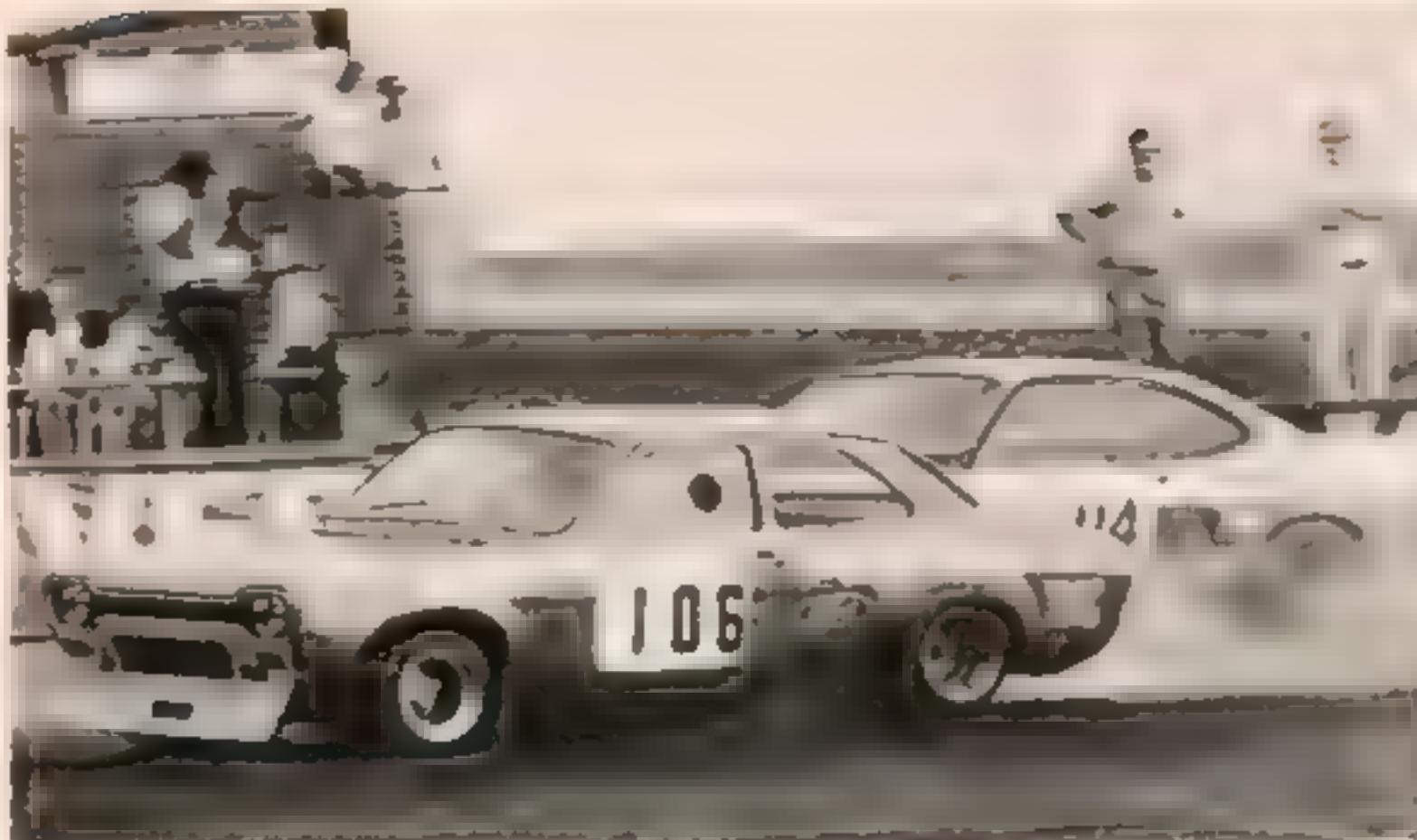
The Wells For Men FF race received a colossal entry which necessitated qualification on practice times with the unlucky ones having a consolation race at the end of the meeting. David Heale in his quest for more points in the Vandervell Novice Award made

a flying start in his trusty Dutton LDB to lead Stephen South (Ray 73) and Roger Manning (Elden Mk 10) on the first of the 32 laps. Never has such a big slipstreaming battle for the lead been seen even at Silverstone as lap after lap 13 cars weaved their way into Woodcote nose-to-tail and side-by-side. Heale led for the first couple of laps until South slipped by on the inside of Woodcote. By this time Ted Wentz had pulled his similar Elden into third place and challenged Heale for the next four laps. This spurred Heale on to retake the lead by another demon overtaking manoeuvre in Woodcote. With one lap to go Roger Manning tried a do-or-die effort at Becketts only to lose it and break the leading bunch up a bit. Then suddenly with three laps to go Irishman Alastair Lawler had sprung his Royce up to second place and as the leaders entered Woodcote for the last time Lawler slipped through on the inside to win—his second win at Silverstone in as many weekends. Heale was a close second from South, Wentz, Richard Eyré (Dutton MP15) and Mike Young (Mervyn Mk 24), any of which could have won as they were only covered by 2 s at the finish.

The two smaller Forward Trust Special Saloon classes were next out and a hairy old race it turned out to be! Graham Goode (Anglia) led away from pole position from

Brian Henton's winning Ensign leads Richard Roberts' March in the F3 race.





Brian Cutting's Escort-Martin and Gerry Marshall's Firenza take Woodcote side-by-side.

Ray Payne's Hartwell Imp and Gerry Taylor's Swish Anglia. It was these three along with Richard Long's Anglia which held the leading positions after one lap. The four detached themselves from the rest of the field and started a very close race. Taylor came to the front in his ex Roger Williamson car after two laps with Goode, Payne and Long snapping at his heels. Then veteran Payne went spinning at Copse with just not enough road. After five laps leader Taylor pitted with a puncture as the battling Anglias of Goode and Long fought it out for the lead. It got very hairy as they came through nose-to-tail, and either side of backmarkers. On the last lap Long shot up the inside under-braking for Woodcote, the two cars made contact and Goode was sent off into the sleepers as Long went on to win. Happily the two drivers were seen to shake hands after the race. Meanwhile Payne had recovered and fought his way through to take a fine second place after Goode's removal. Leonard Crook had a lonely drive to third spot in his Mini, ahead of Peter Monkhouse's Imp. Next up was the small class battle which just went to Reg Ward from Peter Crouch, the two Minis having had a race-long battle. They were, however, lucky to have not had to contend with Charles Bernstein's Mini which was right with them until he unfortunately pulled out with suspected piston failure.

An impressive grid lined up for the Forward Trust F3 race with on form Mike Wilds (March 733) on pole from similarly mounted Richard Roberts and Tony Brise. On the second row was Brian Henton looking unfamiliar in the works Ensign LNF3 and Buzz Buzaglo in his fashionable March 733. Wilds made the best start and led Henton, Roberts and Brise in to Copse for the first time but at Woodcote Roberts came up the inside to grab the lead as the field came through in one slithering bunch behind him. Roberts held the lead for eight laps with Henton close behind throwing the Ensign through the corners in fine slides. On the ninth lap Henton took the lead at Copse but still the leading bunch was right strong. Roberts then fought back and retook the lead after 13 laps as now Brise came up strongly in third place from Wilds and it was these four who broke away from the pack. However, Superhemi was not to be outdone as the four leaders negotiated Woodcote for the last time. Unfortunately their arrival coincided with backmarkers Angelo Piccione (March 733) and Spencer Elton (Ensign LN/72). Elton was unable to get out of the way and was hit by Wilds amidships, resulting in both cars' retirement although neither driver was injured. Brise therefore took third with Masami Kuwahara (March 733) a distant

fourth from the battling Tony Rouff (GRD 373) and the March 733s of Mo Harness and Buzz Buzaglo. Andy Sutcliffe was next up having a go in championship winner Ian Taylor's usual Saty March 733. One unfortunate incident occurred in mid-race when Norman Moffett drove his GRD into the pits at great speed following a spin and ran over two of Henton's crew, injuring one badly which necessitated an ambulance on the track. Moffett will have to appear before an RAC tribunal for his behaviour. Henton was awarded the KMS Driver of the Day Award and Wilds set the fastest lap which may be small consolation for their respective misfortunes.

Instigated at a late hour the Patrick Motors Midgets race nevertheless received a fine entry. Brian Hough was obviously in for another win in his tremendous TVR and pulled away from Bob Meacham in the Forward Engineering big-engined E-type. However, Brian had not reckoned on the wiper which entered his driving compartment on lap three and made quite a nuisance of itself. This and a profusion of yellow flags (read on) allowed Meacham to close right up and finish on Hough's tail. Guy Beddington had a comfortable ride into third place in his fuel-injected V12 E-type but Geoff Gittins having his best race yet in the Oselli Elan, driving well to almost catch the V12 at the line in taking a clear win in the 2-litre class. Brian Lambert (Ginetta G4) was uncontrollable in the small class and won by miles, finishing a fine fifth overall. Unfortunately it was not a Speldge sort of day and well placed Vandervell award man Mike Donovan hit the Woodcote armco on lap five only for David Stallwood to spin his car on the exit to Woodcote two laps later and collect Richard Hutton up against the pit wall. No drivers were hurt but the last two cars were badly bent.

With Strawson on pole and Colin Hawker (Capri-DFV) and Gerry Marshall alongside him with John Turner (Escort BRM V8) and Brian Cutting (Escort Martin V8) behind, the big Forward Trust Special Saloon race had to be good. Strawson was making no mistake this time and did a Mick Miller in clearing off into the lead to win easily. The battle for second place was very frantic though with Marshall (in typical oversteering posture) leading Cutting, Hawker and Turner on lap one. Hawker, however, pulled out after three laps with numerous problems including a broken throttle cable and electrical maladies. The second place battle raged with much swapping of paint and wing bashing until the sixth lap when Turner got on the inside of Marshall in Woodcote; the two made rather heavy contact and went sideways. Marshall came out of it best leading away from a held up Cutting as Turner recovered from

the pit road. Then a lap later Marshall made contact with Cutting at Becketts sending Brian "off down towards Stowes" and into retirement. This fracas allowed Turner to close up on the Vauxhall and chase him vainly to the line finding a wide Firenza filling the road ahead. John Robinson had a fine drive to be next up and winner of the 1300 class in his self-prepared Escort BDA from the battling Minis of Richard Longman (Patrick Motors/Westover) and John Watts (Trustees Savings Bank) which Longman won to the delight of Patrick Motors!

The Volkswagen National Vee Championship provided a good battle for the lead which involved the current championship leader Bruce Venn (Scarab), second place man Olly Hollamby (Austro) and Brian Uriwin (McNamara). Venn dived with Hollamby early on but after half distance Uriwin caught them and took the lead on lap six. Hollamby fought back and led for two laps only to spin it away at Becketts on the penultimate lap. Venn then forged through and trying very hard, held off a determined challenge from Uriwin to take the flag and extend his championship lead. A recovered Hollamby took third place from a lonely Martin Thompson (Scarab). Mention must be made of Peter Wimhurst who was left on the grid with a dead engine and carved through to take sixth (seventh after his push start penalty).

To close the day the non-Wells FF qualifiers came out and 17-year-old Chris Barnett (who qualified for the Wells race but could not start due to an oil leak) in his Royale RP16 took the lead on the second lap and pulled away to an easy 4.2s victory. Carving his way through from the back of the grid in fine style, Roger Orgee took his MRE 73F into second place from the battling David Barkas (Royale RP16), Frank Bradley (self-built Bradley) and Roger Abrahams (Royale RP16) who he took on the last lap. Pole position man Jeremy Rossiter (Dulon LD9) led on the first lap but suffered a partial brake failure entering Woodcote and ploughed straight on into the catch fences which saved any serious damage being sustained. Fastest lap was set by Orgee which was in fact quicker than that set in the Wells round!

PETER RICHINGS

Wells For Men Formula Ford Round (12 laps): 1. Chris Barnett (Royale RP16) 11 m 01.4 s. 88.40 mph 2. David Barkas (Royale RP16) 11 m 01.8 s. 88.30 mph 3. Stephen South (Royale RP16) 11 m 02.4 s. 87.4 mph 4. Ted Wilson (Elden Mk 10B) 11 m 02.4 s. 87.4 mph 5. Tony Brise (Austro) 11 m 02.5 s. 87.3 mph 6. Mike Young (Mk 10B) 11 m 02.6 s. 87.2 mph 7. Peter Wimhurst (Austro Hawk) 11 m 02.6 s. 87.2 mph
 Forward Trust Special Saloon round (10 laps): Overall and 89.1000 cc: 1. Reg Ward (1.0 Ford Anglia) 11 m 44.8 s. 84.7 mph 2. Ray Payne (1.0 Ford Anglia) 12 m 00.4 s. 84.1 mph 3. Leonard Crook (1.0 Mini) 12 m 00.4 s. 84.1 mph 4. Peter Wimhurst (1.0 Mini) 12 m 02.2 s. Fastest lap 1.000 cc: 1. Reg Ward (1.0 Ford Anglia) 11 m 44.8 s. 84.7 mph
 Up to 850 cc: 1. Reg Ward (850 cc) 11 m 44.8 s. 84.7 mph 2. Peter Wimhurst (850 cc) 11 m 44.8 s. 84.7 mph
 Forward Trust Formula Three round (15 laps): 1. Brian Henton (1.500 cc) 14 m 48.0 s. 97.8 mph 2. Richard Marshall (1.500 cc) 14 m 48.2 s. 97.8 mph 3. Tony Brise (1.500 cc) 14 m 48.2 s. 97.8 mph 4. Mike Harness (March 733) 14 m 55.0 s. Fastest lap 1.000 cc: 1. Mike Harness (March 733) 14 m 55.0 s. 94.8 mph
 Patrick Motors Modified Sports Cars (10 laps): Overall 1. Brian Henton (1.54 TVR Tuscan) 10 m 41.0 s. 90.32 mph 2. Bob Meacham (4.4 Jaguar E-type) 10 m 41.4 s. 90.32 mph 3. Guy Beddington (3.2 Jaguar E-type) 11 m 37.4 s. 91.4 mph 4. Geoff Gittins (1.8 Oselli Elan) 11 m 38.2 s. 91.4 mph
 Over 3000 cc: 1. Brian Henton (1.0 Ford Anglia) 11 m 01.4 s. 94.8 mph
 1151-2000 cc: 1. Gittins 65.35 mph 2. Richard Gamble (1.1 MG Midget) 3. Chris Ward (1.1 MG Midget)
 Fastest lap: 1. Gittins 65.35 mph 2. Richard Gamble (1.1 MG Midget) 3. Chris Ward (1.1 MG Midget)
 Up to 1150 cc: 1. Brian Henton (1.0 Ford Anglia) 11 m 01.4 s. 94.8 mph 2. Simon Packford (1.1 Ginetta G4) 3. Andy Berry (1.1 MG Midget) Fastest lap: 1. Brian Henton (1.0 Ford Anglia) 11 m 01.4 s. 94.8 mph
 Forward Trust Special Saloon round (10 laps): Overall 1. Tony Strawson (1.0 Ford Capri) 10 m 47.8 s. 93.73 mph 2. Gerry Marshall (2.0 Vauxhall Firenza) 10 m 31.6 s. 93.73 mph 3. John Turner (1.0 Ford Escort BRM) 10 m 39.7 s. 93.73 mph 4. John Robinson (1.0 Ford Escort BDA) 11 m 12.0 s. 93.73 mph
 Over 1300 cc: 1. Tony Strawson (2.0 Ford Capri) 10 m 46.2 s. 94.16 mph 2.000-1300 cc: 1. John Robinson (2.0 Ford Capri) 10 m 46.2 s. 94.16 mph 3.000-1300 cc: 1. John Robinson (2.0 Ford Capri) 10 m 46.2 s. 94.16 mph 2. Richard Longman (1.1 Cooper S) 10 m 46.2 s. 94.16 mph 3. John Watts (1.0 Cooper S) 10 m 46.2 s. 94.16 mph
 Vauxhograms (1.0 National Formula Vee round (10 laps): 1. Bruce Venn (Scarab 733) 11 m 06.2 s. 94.99 mph 2. Ted Wilson (McNamara) 11 m 06.8 s. 93.00 mph 3. City MG 1600 (Austin) 11 m 25.2 s. 94.99 mph 4. Martin Thompson (Scarab 720) 11 m 25.4 s. 93.00 mph 5. Martin Woodman (Proact) 11 m 25.8 s. 93.00 mph 6. Colin Duxton (Poco) 11 m 48.6 s. Fastest lap: Venn and Hollamby, 11 m 05.0 s. 94.99 mph
 Formula Ford (10 laps): 1. Chris Barnett (Royale RP16) 11 m 25.2 s. 87.92 mph 2. Roger Orgee (MRE 73F) 11 m 09.4 s. 87.92 mph 3. David Barkas (Royale RP16) 11 m 09.8 s. 87.92 mph 4. Frank Bradley (self-built Bradley) 11 m 10.2 s. 87.92 mph 5. Roger Abrahams (Royale RP16) 11 m 11.0 s. 87.92 mph 6. Nick Fox (Graham BT15 1.8) Fastest lap: Orgee, 11 m 03.4 s. 91.21 mph

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Correspondence

The editor is not bound to agree with readers' opinions

No . . .

I am writing with reference to Mr Graham Robson's *Purely Personal*; I think it hardly surprising that Ford's do not sponsor him or even loan him a car I do feel sorry for the poor man because he must be very ill if he thinks that motor racing could survive without the co-operation of the Ford Motor Company, because, as he so clearly pointed out, Ford manage to supply some sort of product to help the poorest owner/driver to the richest racing team.

Personally I find that Formula Ford and Mexico races offer some of the closest racing on the circuits today.

But on the other hand if Ford were to pull out of motor racing we would have a number of areas of waste land with odd shapes of tarmac which I am sure could make very profitable areas that Emerson Fittipaldi and Jackie Stewart, and other leading users of Ford products, could be seen challenging each other to marbles games. But perhaps Mr Robson would again complain because after all, most marbles are round and made of glass.

No, I think the best thing for those who enjoy motor racing would be for Ford to continue providing help for all, and for Mr Robson to retire to his bed with a hot water bottle and some medicine and stop passing comment about a sport which needs help not criticism.

CHANDELIER'S FORD, HANTS. G. J. DUNNALL.

No . . .

With reference to Graham Robson's *Purely Personal* article "Too Much Ford," I consider with great concern his best cure for the disease is to forget all about motor racing.

How can a person blatantly condemn a company such as Ford for their involvement in the sport? He claims his condition was confirmed when the Mexico championship and various Ford saloon car races were invented. I agree, he should be interned along with quite a few racing critics who obviously don't know the front end of an Escort from the rear end of a Shadow F1 car.

Not only does he attempt (for certainly he is fighting a losing battle), to bring down Ford in motor racing, he also condemns them for financing a football championship. Can he really be interested in the future of motor racing?

If Graham Robson is concerned over Ford's overall involvement in racing, let me remind him of Porche's domination of CanAm, of BMW's domination of European G2 and of late F2. What of Alpine's wins in F3? Also, if Ford had not financed the Cosworth DFV we should never have seen such a beautiful engine. Imagine Grands Prix without Ford. I could not, with one Ferrari, one Tecno, maybe, and two or three BRMs that certainly would be some race. If you want F5000 instead some idiot would complain about the domination of Chevrolets. So here's to Ford, long may they reign

SOUTHMINSTER, Essex. D. ROODA.

No . . .

Dear Mr Robson (whoever you are), surely you were not being serious when you compiled your copy for last week's *Purely Personal*. Anyone who is in the slightest way a fan of motor sport must realise the value of Ford's contribution to it, for it is my *Purely Personal* opinion that it would be better to have the "Formula Ford" situation as it is in the sport, rather than no sport at all.

Indeed after reading your views, I had a few choice *Purely Personal* four letter words for its author, words that are probably better known throughout the world than that of Ford. If Lord Stokes cannot make cars good enough to enter and win top-flight competitions then to not enter is to admit defeat, and he should not poo-poo the sport as having no merit.

No, sir, if other manufacturers cannot see the entertainment value (if nothing else) of such things as the Vauxhall Seeling Plate at Thruxton, or the BMW day at Brands, then in the past few months (?) of petrol-engined racing cars, I would rather see nothing else other than Ford based racing, so power (Ford) to the elbows of Messrs Webb, Turner and Hayes and do not decry it.

So far as your illness is concerned, your song may have ended but the malady lingers on (thanks to Ford).

CHICHESTER, SUSSEX.

R. H. MYERS

No . . . Mr Robson

Graham Robson may be suffering from this odd disease he describes as "Too Much Ford" but he and we might, were it not for Ford, be suffering from a sad lowering of standards in motor sport in comparison to the present position.

Imagine it, no Formula Ford, Formula Atlantic, no Formula Three (or at least very little) and there would be some very funny rally cars about as well, and no Cosworth-Ford F1 engines. What would that be like?

The various Celebrity races and the Shell-Sport Celebrity series which you belittle, Mr Robson, are good entertainment, as witness the reaction of spectators and surely no one can say that only Ford (oops sorry) can or even have done this. What about Vauxhall or the recent BMW day—not a F--- in sight, at least not intentionally.

Come on, Mr Robson, be fair, they (I won't say it again, promise) are prepared to do all you apparently accuse them of but no one is stopping the rest of our manufacturers from doing the same. Like the man said "if you can't stand the heat, stay out of the kitchen."

Usual disclaimers, in fact I don't even drive one.

LONDON, SE16

J. S. WINTER

Don't lose faith

I am becoming increasingly worried about the attitudes expressed by the motoring press and race organisers towards Formula 3, and greatly fear that its future may be put in jeopardy by those least involved with it, but with the greatest influence on the race-going public.

It is becoming obvious that for some obscure reason Formula Atlantic must be promoted as the up-and-coming formula, with F3 being relegated to the level of Formula Ford, and one has only to look at the programme for Oulton Park last weekend to see that this is already becoming effective—the Lombard North Central F3 Championship race taking place on the Saturday, in between the various practice sessions for Sunday's racing, with Formula Atlantic being the chief supporting race to the F5000s. Now I know this had probably been planned to avoid a clash with the Forward Trust Championship race at Silverstone on Sunday, but it does not prevent the public from getting the impression that F3 is on its way out, as it is a logical thought that one can watch F3 for 50p on Saturday, when the others are practising, and yet pay £1 to watch F5000s and Atlantics.

F3 is producing fast, tight, competitive

racing, with full grids, and the spectators love it. It is regarded by the race-going public as the second formula in British racing, only bettered by F1, and is the greatest source of good young drivers ripe for promotion to the top formula. It is a truly professional formula, and as such must go on—it is up to the participants, constructors and drivers, to ensure that it does.

WOXING, SURREY. LANA G. WESTFOLD (Mrs).

Keep modsport regs

Concerning John Kerawill's recent letter and the proposed BARC modsport regulation changes may I as a regular competitor first endorse John's sensible and democratic views, and then ask whatever happened to the proposals I saw published in a recent letter from Peter Browning of the BRSCC? Basically he proposed an easing of the existing regulations whereby special saloon regs were followed although still retaining the original engine and gearbox to avoid the excessive cost escalation of hybrids. With Group 4 prosports now fairly well established we just do not need strict control of silhouetting, engine mountings, etc. This problem appears to have arisen again because the BARC and BRSCC no longer seem to be able to come to a mutual understanding. This year the BARC have run the Blue Circle ModSports Championship virtually ignoring Group 4 prosports, while the BRSCC have certainly favoured prosports. Perhaps they could get together again, with the drivers, and sort out the regulations for next year.

All regular modsports drivers must be members of one or both of these clubs so cannot they together devise a ballot/circular and send it to all competitors who have competed in at least one 1973 modsport race?

We have had full grids, with exciting fast clean racing this year. Let's make it even better for 1974 with more not fewer cars, and please without the eligibility farces that so characterised the 1972 season.

HARPENDEN, HERTS.

COLIN LANE

Who will pay, Mr Stanley?

With reference to Louis Stanley's article I feel that while there are many points on which I agree there are one or two points which it might be as well to raise.

First, the GPDA awarded their marshalling trophy jointly to the South African and British Grands Prix so either the British marshals are some good (at least as good as the South Africans) or the rest are pretty lousy.

Secondly there are many places on the majority of British circuits where in order to get to an accident or to get back to post marshals have to climb up and down six or eight feet sleeper walls placed there at the request of the CSI and the GPDA. These are not easy to negotiate with no encumbrances but with a 68 lbs back-pack this is not easy to say the least of it. Mr Stanley has claimed that his 68 lbs back-packs are better than the RAC/Pyrene "4 x 2" system. Has any comparison (direct) been made and if not who knows which is better in any given circumstances?

Finally who is going to pay for the equipment, clothing, training programme etc? The FIA (not likely), the GPDA (unlikely) or the organisers and so the spectator whom we struggle to attract. Why not levy all the Automobile Clubs in the Grand Prix countries to give the necessary finance?

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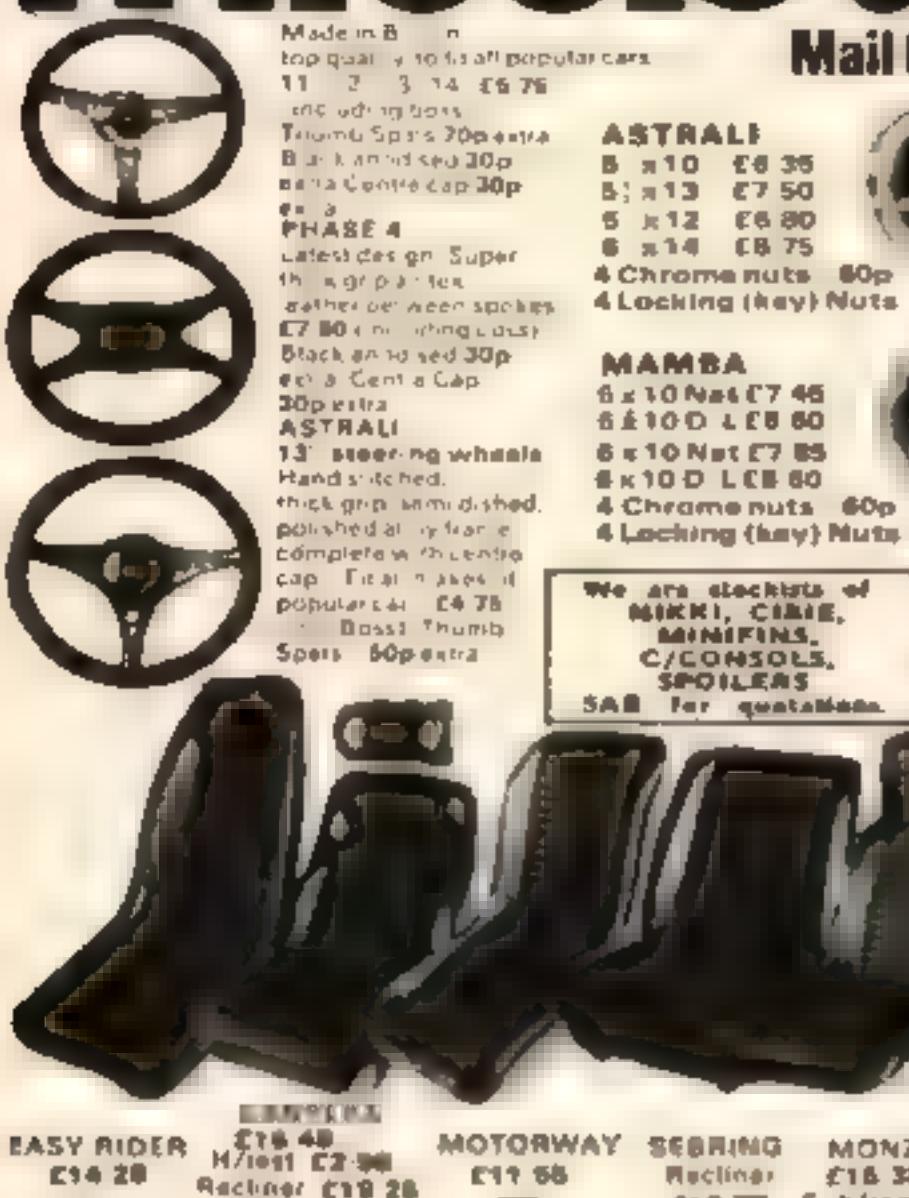
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Special stage

Group 5 ban in FIA championships

The FIA announced at the Italian Grand Prix that from January 1974, Group 5 cars will not be admitted to the World and European rally championships for safety reasons.

This has been in the wind for some time and will make little difference to the World Championship as most of the rounds this year have excluded Group 5 cars. However it does affect the European Drivers' Championships for as well as excluding some of the exotic specials from the foreign events, it will put a ban on many British clubmen in the Welsh, Scottish and Circuit of Ireland—all of these events are listed on the 1974 European Drivers' Championship list. Incidentally the dates of the British rounds in the European Rally

Drivers' Championship are 11/14 April, Circuit of Ireland; May 10-12, Welsh Rally; June 2/6, Scottish Rally.

The FIA have also issued a confirmed list of rounds for next year's World Rally Championship for Makes. They are as follows: January 18-26, Monte Carlo; February 14/17, Swedish; March 12/17, TAP; April 11/15, East African Safari; May 21/25, Acropolis; July 12/14, Polish; August 2-4, 1000 Lakes; September 11/15, Austrian Alpine; October 3/6, Italian Rally; October 21/November 4, Canadian Rideau Lakes; November 15/20, RAC; November 30 December 1, Tour de Corse. The New Zealand Heatway Rally will replace the first of the overseas rallies cancelled or disqualified.

Two main championship rounds this weekend

Two main national championship rallies will be held this weekend, first this Saturday the BTRDA Gold Star/Triple C series has the Moss Tyres Rally run by the York Motor Club and sponsored by Moss Tyres and Armstrong Patents. The regular BTRDA Triple C contenders seem to be taking second place in the priority of the organisers so far as seeding is concerned as compared with the local drivers, a strong contingent of which has entered. The start, lunch halt and finish will be at York Livestock Centre, Murton (98 653520), the start being at 9 am and the event is broken down into two halves the morning has eight stages, six private farm tracks and two airfields (both of which are disused). In the afternoon the rally travels over to the famous complex of forests on the moors, for another 12 stages. Spectator information will be available from the start. Top twenty entries are 1, Dennis Pelling—(Escort RS); 2, Jack Tordoff/Phil Short (Porsche Carrera RS); 3, Vic Preston Jnr—(Escort RS); 4, Tony Drummond/Chris Gray (Escort RS); 5, David Thompson/Martin Welch (Escort RS); 6, Tony Pond/Frances Cobb (Escort RS); 7, Andy Dawson/Andrew Marriott (Mexico); 8, Phil Cooper/Tony Viles (Mini 1275GT); 9, Reg Mullenger/Tony Thorne (Escort RS); 10, Richard Hiffe/Stuart Hiffe (Escort RS); 11, Bob Chapman/Simon Bretherton (Escort TC); 12, Ron Shapp/David Whitley (Firenza); 13, Nigel Mead/Margaret Anderton (Escort TC); 14, Colin Grawer/Philip Welch (Volvo 122); 15, Steve Howard/Richard Ward (Escort RS); 16, Malcolm Wise/Darryl Collins (Escort RS); 17, Mike Gierowski/Antoine Lurot (Renault Gordini); 18, Pip Dale/Richard Starke (Firenza); 19, Ian Wilson/Peter

Anderson (Opel Ascona); 20, H R H Prince Michael of Kent/Nigel Clarkson (Mexico). Interesting entries also include 21, Ian Harwood; 24, John Daker; 28, Paul Appleby; 29, David Ewles and 30, Paul Giligan.

Pierson heads Cilwendeg Rally

The other end of the country on Saturday evening sees the Teifi Valley MC Cilwendeg Rally, counting for the C/MN series, a night rally based on the quiet little town of Newcastle Emlyn, from where first car leaves at 10 pm. This year the Moss Tyres will not, unlike last year, count towards the Mexico series, so we will have several of these cars out on this event. Top twenty are expected to be 1, Frank Pierson/Colin Francis (Viva); 2, Russell Brookes/John Brown (Mexico); 3, Bob Jeffs/David Taylor (Escort RS); 4, Malcolm Patrick/Nell Wilson (Porsche Carrera RS); 5, Nigel Rockey/Paul White (Escort RS); 6, Rod Cooper/Ian Cooper (Escort TC); 7, George Hill/Keith Wood (Viva); 8, Dai Rodenick/Mike Woodward (Mexico); 9, Kevin Videan/Peter Valentine (Datsun 240Z); 10, Colin Maitlin/Derek Tucker (Avenger); 11, Alan Conley/Martin Holmes (Clan Crusader); 12, John Edwards Parton/Don Davidson (Mexico); 13, Martin Clark/David Stephenson (Escort RS); 14, Laurie Richards/John Henderson (Escort RS); 15, Ted Cowell/Julian Chitty (Escort TC); 16, Rodney Badham—(Clan Crusader); 17, Jimmy Bullough/Barry Hughes (Escort TC); 18, Bryan Thomas—(Mexico); 19, Don Kettleborough/Dennis Osborne (Mini 1275GT); 20, Bill Gwynne/Terry Thorpe (Escort TC).

Ford on RAC

Ford will be running three works Escorts on the RAC Rally for last year's winner Roger Clark, Hannu Mikkola and Timo Mäkinen. Ex-works or works-loaned Escort RS1600s (all with aluminium block BDA 2 litre engines) look likely to appear for Mexico men Russell Brookes, Vic Preston Junior (now sponsored by Castrol/Woolworth) and possibly New Zealand's Mike Marshall (Woolmark).

Rae's setback

Jimmy Rae's plans for the forthcoming RAC Rally have suffered a severe setback. Plans to run an Escort with Frew's of Perth have fallen through and the very talented Scottish driver is looking for a drive on the event in fact, it seems he will be without a drive until February 1974 unless something is offered.

Beltoise on tour

Starting on Friday is the annual Tour de France, a round in the European Rally and GT Championships which finishes on September 24. The entry has attracted an exciting collection of BMWs, Panthers, Carreras, Alpines and Fords including Jean-Pierre Beltoise in the works BMW.

Croydon DMC look for new sponsor

Despite the sad demise of Trident Petroleum (London) Limited, the Croydon & District Motor Club plan to continue with the organisation of their highly successful and popular special stage rally.

It is hoped that another sponsor will emerge and enable the club to continue with the format of forestry commission stages in Surrey, Sussex and Hampshire. The date of the 1974 event is at present undecided and it is hoped that the event will once again qualify towards the Esso/Uniflo BTRDA Gold Star and Triple C rally championships.

Oliver's Mount in 62cc rally

Sixty two CC run the Parish special stage rally on November 4 over 12 stages in Yorkshire. The event starts at 8.30 am from Parish's, Seamer Road, Scarborough and stages include Oliver's Mount racing circuit, and a "Safari" stage in the grounds of the local zoo. Other stages include Castle Howard and other disused airfields. Regulations are due out this week and are available from R. L. Harrison, 11 Main Street, Irton, Scarborough, YO12 4RH. (Tel. 0723 832473).



Only Continental on the Manx. Zwiebacker/de Jong finished 13th (above). Third were Manxmen Easthope, Magee (Escort).





Adrian Boyd and John Davenport negotiate part of the Mullinahagger stage on their way to victory.

MANX TROPHY RALLY

Boyd wins with new Wood injected engine—Clark retires

By JOHN DAVENPORT Pictures by HUGH BISHOP

With three drivers from Northern Ireland in the first four places, the 1973 Castrol Manx Trophy became something of an Irish benefit, and with a Manxman in third place, the best mainland driver was relegated to fifth overall. The outright winner was Adrian Boyd driving his Lombard and Ulster Ford Escort RS prepared by R. E. Hamilton of Belfast. Not only was this the first time that Boyd had won the Manx Trophy but it was his first time with John Davenport as co-driver and the first competition appearance of the new David Wood injected 3-litre BDA. To complete the happy picture, the car runs under the Team Castrol banner who were in their turn sponsoring the rally for the first time.

Before the rally, it was hoped that the battle for the lead would be a three-cornered fight between Boyd and Roger Clark, current British champion and twice winner of the Manx, and Cahal Curley whose epic fights with Boyd have much enlivened the Irish rally scene. However, Clark ran into mechanical problems with his car before the middle of the night section and retired, which left the Irish to fight it out. Boyd got an early lead over Curley and despite having quite a lot of problems, never let him pull anything back. One unfortunate feature of the rally was that the fastest crews were cleaning most of the stages and so only a small proportion of the stages held actually gave the final classification.

Curley finished second just 40 s behind Boyd after 38 stages but no less than 7 m ahead of Manxmen, Dennis Easthope and Bernard Magee, in their Group 2 Ford Escort RS. Cahal Curley and Austin Frazer were driving a Porsche Carrera RS entered in Group 4 while Dossie McCartney and Draxel Gillespie had their lightweight Carrera in Group 3 and finished fourth after losing time changing a punctured wheel. Just behind them was yet another Carrera, that of Malcolm Patrick and Roger Roderick-Jones, which again would have been better placed had it not suffered from a slight roll on one of the night stages.

Winner of the Ladies Award and sixth overall was the Renault Alpine entered by Roger Clark's Renault garage for Pat Moss-Carlsson and Liz Crellin. Seventh place was hotly disputed between the Fireaze spon-

sored by the Martin Group for Will Sparrow and Nigel Raeburn and the Escort RS sponsored by Cables and Components for Tony Fowkes and Brian Harris. These two crews finished on exactly the same points and a tie-decider had to be used which was one tenths to a fifth of a second.

The Manx very sensibly has a separate prize fund for Group 1 cars but as usual the performance of Colin McRae and Brian Coyle in the works Hillman Avenger GT was good enough to put it in the real money at 12th place just ahead of German Rally Champion Ziggy Zweibaumer and Bob de Jong in a BMW 2002 TI. The second place Group 1 car was another Avenger driven under the Birmingham Post banner by John Bloxham and Norman Salt while John Burton and Brian Rowland came an excellent third in their privately entered Ford Mexico.

The rally went off very well though some stages did have to be cancelled and if there were accidents, they only resulted in damage to metal, glass and pride. The weather was pretty good with just a little fog during the afternoon and night sections while the day sections were held in glorious sunshine.

The rally was initially oversubscribed but various problems reduced the numbers before the start until there were just 94 cars that passed scrutineering and came under starter's orders. Among those who didn't make it were Shekhar Mehta who had bent his Datsun 240 Z on the Burmah though Tony Fowkes still started the Manx with his car barely recovered from its Burmah roll. Chris Wathen

non-started in the Vospers of Plymouth Escort RS when the transistor pack for the ignition failed on the day of scrutineering and he could not find a replacement on the Island. Andy Dawson was down to drive the Bertorelli Group 2 Alfa Romeo GTAM but the car could not be finished in time and Dawson turned down the chance of substituting a Group 1. His number was taken over by Barry Lee/Howard Scott in the Centre Hotels Escort RS as they had been a bit apprehensive about starting at number 13.

Mervyn Johnstone/Bill Quine nearly non-started when the IRA crossed the border and blew up Johnstone's Cooper S and nearly succeeded in assassinating him as well, but a good fairy came to the rescue in the person of Ronnie McCartney who lent him his Group 1 Mazda Rotary. Even Roger Clark wasn't quite in the car that he had expected to drive but this was not the fault of the IRA but more of the Finnish mafia. He was to have driven the car which Timo Mäkinen drove in the Monte and later won the Arctic Rally with, but when it got back to England it was found to have been cannibalised of all its coil spring rear suspension. Thus he drove his usual Escort Uniflo RS lowered from the Burmah and with a more powerful engine running on race cams. His main rival, Adrian Boyd, was on a similar specification engine but this one had a modified Kugelfischer injection system developed and fitted by David Wood Engineering to work with butterfly air controls rather than with the more usual throttle slides. Apart from that, his car was his normal Group B ex-works Escort though he had chosen a very low racing suspension for this all-tarmac rally.

The Porsche gang of Curley, McCartney, Patrick and Tordoff had their cars looking immaculate and very standard though in a concours, Tordoff would have lost as his has done many more dirt rallies like the Burmah just the weekend before. In like fashion Zweibaumer's BMW 2002 looked immaculate and very fierce with much wider wheels and tyres than the Dealer Team BMW of Bob Bennet/Alek Hobbs though that too set a high standard of appearance.

The non-appearance of Peter Kincaid/Richard Jarman with their Datsun 240 Z allowed Chris Coburn/Rodney Spokes to move forward one number and thus put the two Sky Petroleum Escorts of Linda Jackson and Laurie Richards next to one another. Miss Jackson acquired the services of Kevin Gormley as navigator once it was known that Dawson was not coming. Her car is a fairly normal 1800 BDA while that of Richards is fully bored out to 2040 cc. Coburn was the only official entry from DTV in his Group 1 Firenze though the similar car of John Haden was supported by them. Haden was to have been co-driven by Mike Broad but he could not come due to illness and was replaced by Alan Skinner. Vauxhall's main interest lay with the Group 5 Firenze of Will Sparrow/Nigel Raeburn running as usual with sponsorship from the Martin Group.

It will be no news to our readers to be told that the Manx Trophy is unique in that the Isle of Man allows the closure of public roads for special stages. Although this happens all the time in both parts of Ireland and in a couple of isolated cases in Scotland, England and Wales so far refuse to participate. Thus the Manx is the only occasion during the year (with the exception of the Circuit of Donegal) where British drivers can have a go in a proper tarmac rally with the benefit of pace notes.

Because the number of suitable roads is limited when you have to run your rally on an island, the Manx Trophy is held in three parts; there are seven special stages held early on Friday evening and then at midnight another part of the rally starts with 17 stages and finally during the middle of the day on Saturday, there are another 14 stages. Scrutineering takes place on Friday morning and afternoon and this time went through promptly and without hitch.

The very first stage of the rally was just to the north of the start in Douglas. ■

covered two miles of a narrow little road which is 50 per cent tarmac and the rest gravel. Even this early there was plenty of action for Curley had a puncture and drove out of the stage on it taking 11s longer than Boyd who was fastest, 3s quicker than Clark and Patrick. Peter Tanswell/Eric Riddon had the dubious distinction of being the soonest accident after the start when they inverted their Mini Cooper S on the first serious left hand bend. However they did get it up and went on to finish despite losing 8m on the stage, but for Doug Baird/Adrian Hundleby a much higher speed roll in their Mini 1000 spelt the end of the rally for they took well over 20m to get out of the stage.

The second stage was very much more meaty for it started with the narrow little Hibernian and then took the TT Course up to the Bungalow and then down Tholt-y-will to just before the hairpins. It was quite a hairy run with plenty of fog up at the top but despite having to feel their way for a bit, Clark, Boyd, Curley, Patrick and McCartney all cleaned it. The rally lost Coburn when a stub axle failed on the way down Tholt-y-will and he rolled the Firenza up the bank while at the same spot the brother and sister team of Ron and Irene Neely spun off but got their ultra-racing Mini Cooper S back on again with just body damage. It was not really a good GM test for Dave West/David Hardcastle retired with the Team Optrex Opel Ascona when the secondary choke jammed shut in the carburettor and they limped up to the Bungalow at 30 mph by constantly pumping to get petrol from the accelerator pump. Peter McDowell retired his Ascona during this test with a sheared oil pump after having endured all sorts of trouble before the rally and finally getting fixed up with a local navigator at the last minute.

Fog was still a problem on stage three which came up Drifdale to finish on the TT Course at Brandywell and Clark took 4s back off Boyd who was finding his "racer" a bit of a handful over the bumps. But on the next stage behind Creg-ny-baa Boyd took 1s back so that after four stages the two Fords were level on 39 marks each with Curley third on 56 despite his puncture, McCartney next on 70 and then Patrick on 78. Stage four saw the demise of Jenny Birrell/Alexa Davenport when their Halesford Motors Simca Rallye 2 broke its gearbox. Patrick lost a little time on this stage when he overshot the junction in the middle which is what had dropped him a little down from McCartney.

The fifth stage was again a long run over the mountain going up Injebreck and down Sartfell where despite fog at the top, Clark and Boyd managed to clean it and Curley missed the set time by just 1s. It also saw the demise of Bennet/Hobbs in the Dealer Team BMW who put it over the bank on Slater's 1971 bend. They caused a bit of consternation with the organisers by sending a message that they needed a tow truck to put the car back on the road so that they could continue with the rally. Stage six was another long one over the Round Table again with fog on the top and here Boyd and Curley were equal fastest with Clark losing 13s to them when his petrol pump went on the blink and he lost time switching them over. Jack Tordoff/Phil Short were in bad trouble here with their Porsche Carrera for right from the first stage they had had problems with clutch slip. It transpired that an engine to gearbox seal had broken and after barely getting up the hill on stage six, they decided to retire. Robin Eyre-Maunsell and Neil Wilson retired on this stage with their Group 2 Sunbeam Imp when a rod appeared through the side while Laurie Richards/John Tew retired the big-engined Sky Petroleum Escort RS with a blown head gasket which had resulted from a leaking water pump and consequent overheating.

The last stage was a run over the Garey road which took place virtually in darkness and here Sparrow broke a differential but was lucky enough to be able to roll down-hill on the last bit and then get it changed by the Vauxhall service. Via Preston Junior

was on his first outing on pace notes and also with Paul White for the first time and they were having communication problems so Norman Masters drilled some holes in the side of Junior's helmet to aid the acoustics. The car they were driving was Hannu Mikkola's Group 5 car from the Scottish Rally and it was destined to retire on the first special stage of the night section when a petrol pipe came loose from the carburettor and the car caught fire. It came to rest some distance after the stage and if it had not been for the prompt action of Curley and Boyd, it might have burnt right out. Junior burnt his hand in the fire getting the bonnet open to let the others have full play with the extinguishers but the damage was confined to that.

The situation at the end of the day section was that Boyd led Clark by 5s with Curley nine behind Clark. Dannie McCartney had pulled out a nice lead over Patrick but was himself already 40s behind Curley while Dennis Easthope lay a comfortable sixth behind the Porsches. The night section started with Glen Roy where Junior Preston retired and only Boyd and Clark went unpenalised. The bumpy stage down Ballaglass had to be cancelled as it also saw the retirement of Peter Clarke Brian Marchant in the Silentnight Escort RS. They had a throttle cable come off and that combined with an earlier puncture put them out of time. This has been a very disappointing year for Clarke as this makes five consecutive non-finishes plus a non-start on the 1000 Lakes. Punctures seemed to be the order of the night for Zweibaumer had already had to stop and change one on stage two while Dannie McCartney was to lose almost five minutes on the 12th stage to stop and change a wheel.

On the short Dremskerry stage, Clark took back 2s from Boyd and then stage 11 had to be cancelled when the finish marshal developed brain fade and timed to the minute. But Boyd was flying and took 7s off Clark on the Lhen stage though during it Clark's car had the man-fold break. Third fastest man was Patrick, one second slower than Clark with Curley one second behind him. Then suddenly it was no longer an Escort versus Escort battle for the lead for on the Curragh, Clark's car shed its crankshaft pulley and came to rest. Similarly stricken, the Withern Avenger of Roy Fidler Barry Hughes stopped when a rocker broke and a dropped valve smashed a piston, exactly the same fault that put Colin Malkin out of the Tour of Britain.

Both the Curragh and the Brandywell stage were on clean and on the two short tests north of Peel, Curley only pulled back 2s on Boyd and then the next three stages were on clean so that as the rally headed south for the last of the night stages, nothing much happened to the leader board. The next major change came on stage 22 when Patrick overhauled Rosemary Smith/Pauline Gullick and then had the indecency to roll in front of them. He shed the screen from his Porsche and lost five minutes righting it. At the end of the night, this put him in fourth place just 7s ahead of McCartney and they were to have the devil of a fight during the day to resolve fourth place.

The day started with Boyd taking 3s off Curley on the first stage but they both cleaned the next two though they were the only ones to do so on the very last Round Table section to Dalby. It was here that Tommy McAloon/Robin Lyons rolled the ex Dannie McCartney Motortune of Bangor Escort RS and reduced its beautiful bodywork to scrap. Another accident on the following stage occurred when Phil Muddiman/Bob Lawrence got their BMW 3.0 CSL stuck between two banks as the result of a spin. They blocked the stage which had to be cancelled due to this and a temporary radio failure which prevented the organisers from sorting out the mess. It also meant that the next two stage on Injebreck and Glen Roy had to be cancelled as well to let the rest of the rally get back on time. Boyd had nothing to fear about the first which he cleaned but on the second he broke a selector in the gearbox and lost second and third gears so he was quite happy that it should be scrubbed. Indeed he managed so well with just three



Jumping to second place go Cahal Curley and Austin Frazer in their Porsche Carrera, seen on the infamous switchback.

gears that on the next stage he beat Curley by 1s and then he was able to take advantage of a 45 minute service break to change the gearbox. The next stage then was Tholt-y-will which he and the Porsche gang cleaned though Barry Lee missed it by 30s after overshooting the junction before the finish and having to reverse back.

Malcolm Harvey-Ross/Nell Inigo-Jones were battling on with their Escort Twin Cam which was having occasional trouble with the clutch as the pivot had failed and it was going over centre and would not disengage. Frank Pierson/David Stephenson who had forsaken their Vauxhall for Pierson's Escort RS were unfortunate enough to retire just two stages from the end when their oil filter came unscrewed and the fitting was damaged so that they couldn't get it back on again.

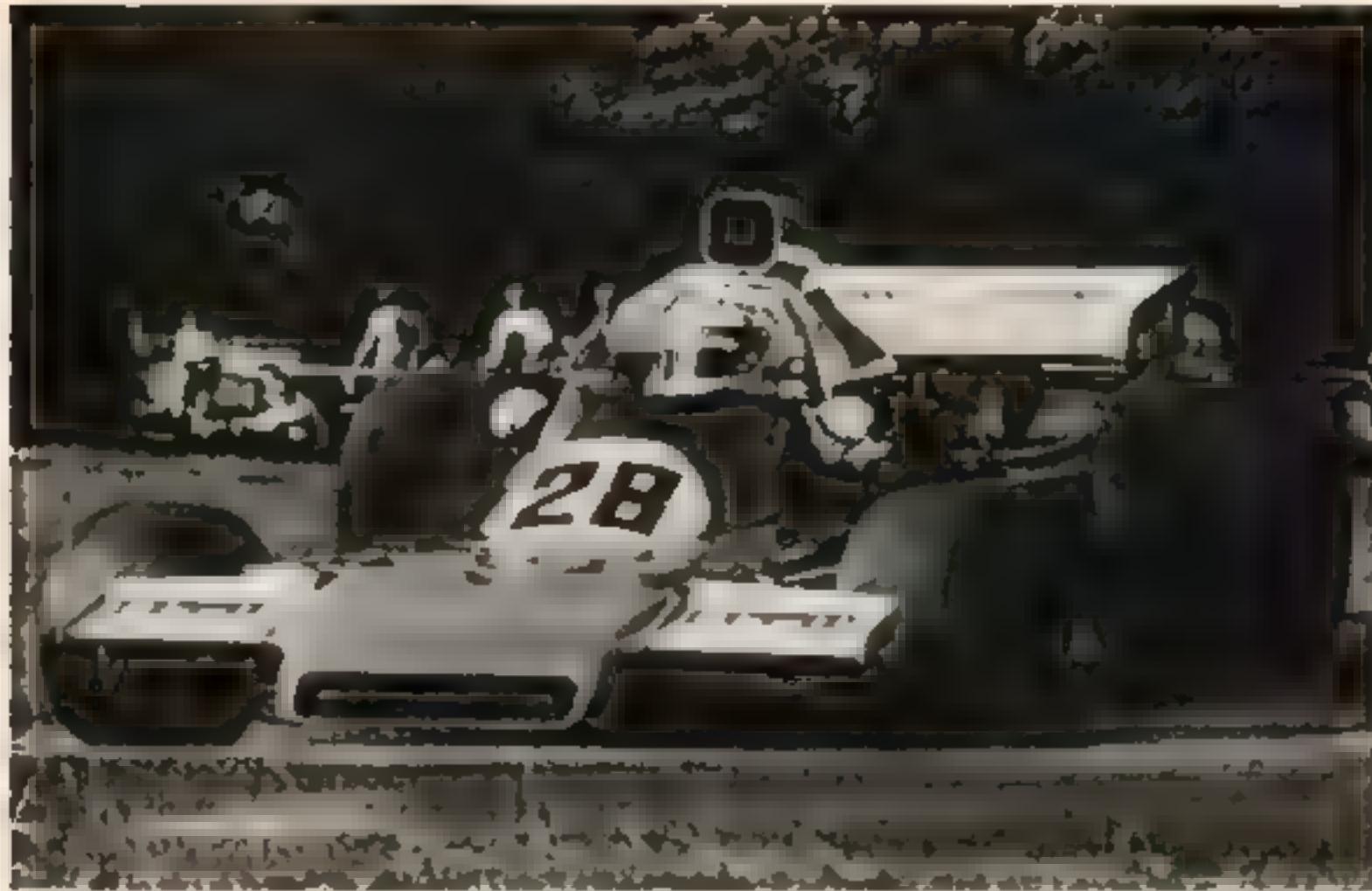
The battle for first place was by now practically over for both Boyd and Curley cleaned five of the last six stages and on the one that wasn't on, Boyd stole a further 5s to increase his lead to 40s. Behind them, Easthope was comfortably past the screen-less Patrick to take fourth. The rally had been due to finish with a separate competition for the top 30 crews over a large chunk of the TT Course but difficulties with the insurance company and the RAC over the fact of an independent award and perhaps too high a speed, led to it being included in the rally over a shorter distance so that just about everyone cleaned it. Boyd unofficially set fastest time at 5m 10s which makes a speed of 98 mph with Curley next at 5m 17s. Poor Ken Leese misjudged things badly at the Brandywell bend and moved down the fence with his Escort RS thus putting him out of the rally but he was qualified as a finisher with one fast.

So ended an excellent Manx Trophy but there were many questions raised by its success not the least of which was the wisdom of having bogey times for stages at all. For Adrian Boyd it was confirmation that he is one of the most rapid British drivers on tarmac and that now he has a really fast car, he is a force to be reckoned with on all fronts.

1 A Rogers/Daverton (Ford Escort RS1600) 1m 20s 2 C Curley/A Frazer (Porsche Carrera RS) 20s 3 D Easthope/B Magee (Ford Escort RS1600) 62s 4 D McAloon/R Lyons (Porsche Carrera RS) 70s 5 A M Parkinson/R Robertson (John Player Porsche Carrera RS) 70s 6 M J P McCallister (Mitsubishi Lancer) 7 W Spa (on 1/4 Western) 82s 7 A Powers/B Hartley (Ford Escort RS1600) 96s 8 B Lee (Mitsubishi Lancer) 10 J Davies (in R. Compton) 10 Ford Escort T/C 118s 11 W H R 3m (in M H P Gull) 12 C McLean/B Goye 13 man Avenger GT 121s 14 R Zweibaumer/B de Jong 14 BMW 2002 Tii 120s 15 A Stokes/N 14 16 Ford Escort T/C 146s 17 A Higgins/Dale (Ford Escort T/C) 137s Note that the 1s for seventh place was received on one stage timed to a fifth of a second.

Cash winners: N Thompson/N Henderson (Sunbeam Spur) 374 marks, W Jones/A Wilson (Morris Cooper S) 254, C McLean/B Goye (man Avenger GT) 115, J Burton/B Rowland (Ford Escort MK1) 215, J Daws/John R. Compton (Ford Escort T/C) 118s, D Easthope/B Magee (Ford Escort RS1600) 62s, D M Parkinson/B Hartley (Porsche Carrera RS) 68s, G 1984 (Porsche Carrera RS) 100s, 258s, C Curley/A Frazer (Porsche Carrera RS) 100s, 258s, K Shand/D Davidson (Ford Escort T/C) 149s, A Boyd/J Daverton (Ford Escort RS1600) 104s.

Cash Team award: Manx Auto Sport X (Easthope, Dodsworth and T. Martin) Ecurie Award: Ecurie One: B H R 3m (in M H P Gull) 120s, Ecurie Two: B H R 3m (in M H P Gull) 120s, Ecurie Mixed Crew: B H R 3m (in M H P Gull) 120s, Ecurie Lady Driver: M H P Gull.



Damien Magee drove Tony Brown's F1 BT37 really well and won the second heat after a mechanical failure robbed him of the first

PHOENIX PARK

Reid's Grand Prix success

Story and pictures by BRIAN FOLEY

Tommy Reid and his sponsor Mick Mooney realised their big motor racing ambition at Phoenix Park last weekend where Reid drove the Irish Racing Cars Brabham-Vega BT38/40 to victory in the Players No 4 Grand Prix feature. Other race winners were Richie Heeley (Gryphon C73), ShellSport Trophy; Alec Poole (Datsun 1300), and Mick Hill (Ford Capri V8), Duckhams Trophy; Derek Boyd (Ford Capri 2000), Dunlop Hawkstone Trophy; Jay Pollock (Crosslé 22F), Formula Ford Trophy; Martin Andrews (Triumph Spitfire), BP Visco-Static Handicap; and the England v Ireland Challenge for Super Sports was won by the visiting Clubmen.

The two days of road racing were run off in gloriously sunny weather, which certainly brought out the crowds in their thousands to watch it all for free as there is no admission fee to Dublin's public playground. But despite the good conditions, and the presence of Damien Magee with a Formula 1 Brabham BT37, the lap record of 1 m 38.4 s, 101.36 mph, set by Alan Rollinson (F5000 Lola T300) and John Watson (F1 March 721) last year, was not broken. Magee's best lap of 1 m 40.2 s was off the top mark. Organisationally, the meeting was not perhaps as slick as in other years, with the programme well behind time on both days.

Several of the top names in British Clubmans racing contested the opening race on Saturday for the ShellSport Trophy, but it was three Irishmen on the front row of the impressive 19-car grid, with Richie Heeley putting his Capital Tea Gryphon C73 on pole at 1 m 55.8 s. Tony Martin was in the middle of the front row at 1 m 56.6 s with his Everymans D-I-Y U2 Mk 11B and Dave Furlong, only just back from his honeymoon and right back on form, was timed in the Bob Beattie Mk 11B at 1 m 57.2 s. Fastest of the cross-channel visitors was Andy Diamond in one of his own Gryphon C73s at 1 m 57.2 s, with Bob Cuthbertson on his left in his Drummond. Caldwell Smythe (C73), Eddie Regan in his new C73 sponsored by his own Steering Wheel Club and Frank Sytnar (U2 Mk 11B) were on the third row. Poor Richie Conroy non-started his Liam Cullen Gryphon C73 with clutch trouble and Vernon Davies in the Staff U2 had the fourth row all to himself, in front of Ivan Rothwell's Toffo-U2 Terry Cockerell (U2 Mk 11B) and Peter Evans in the Lotus 7X/Access. Mike Martin was unusually well down the grid, on the sixth row, with the Motor Supplies/Combat Cancer U2s and the Gryphon pair of Sid Marler and C73. Brian Husbands and Derek Shortall in U2s and the Gryphon pair of Sid Marler and Brian Greene were well down on the quick boys in practice, and Dave Manley gamely brought his old U2 Mk 8 to the line sans

nose-cone following a huge off in practice. Heeley made off like a scalded cat (courtesy of hot Capital Tea) to lead into Mountjoy Corner, where there was quite a sorting out session, and Tony Martin just had the edge over the Gryphon to lead the race with his U2. Already the leaders had pulled out a respectable lead over Sytnar and Smythe with Mike Martin just behind the two Englishmen on the first lap and up into third on lap 2 when Sytnar retired. Heeley was pushing Martin all around the circuit and in a masterful display of controlled high-speed cornering he cut inside the U2 at the very

Alec Poole won the first Duckhams Trophy race in the works Datsun 1300.



fast Phoenix Corner to lead on lap three. Dave Furlong dropped out on the very first lap, and Mike Martin was catching up fast, but overcooked it at Dublin Corner and had to watch everyone else race past as his U2 was firmly stuck in one of the Park's infamous roadside drain gullies! Tony Martin was unable to do anything about the polished Heeley, and the interest switched towards the third place battle which was left more open by the retirement (engine failure) of Stuart Glass on lap three. By lap four Eddie Regan's Gryphon retired with overheating troubles. Smythe was being challenged by Peter Evans, Brian Husbands and Sid Marler, but Evans was out by the end of lap six when a drive-shaft sheared and smashed up the left back wishbones and wing stays and he also had at least two buckled wheels. Tony Martin's engine was blowing smoke, and he dropped back farther and farther behind Heeley with lack of vital oil pressure, pulling max revs up the main road with only 10 lb psi on the oil pressure gauge. Marler dropped from third on lap nine and on lap 11 it was Husbands' turn to drop several places. Heeley ran out the winner by the huge margin of 32.2 s over Martin, whose engine just held to the end, while on the very last lap Andy Diamond snatched third place from Caldwell. Smythe with Mike Martin battling his way back to fifth. Only O2 s separated Diamond, Smythe, Mike Martin, Sid Marler and Brian Husbands from each other.

The first heat of the Duckhams Trophy for modified saloons was divided into two classes, 1000 cc and 1300 cc, but there was just none of the Mini and Imp variants able to do anything about the Japanese Datsun 1300 of Alec Poole, who led after passing the 1.3 Mini of David Yeates at the end of the first lap and from then on he just raced away into the distance to win by a huge margin from the 1.3 Wolseley Hornet of Paul Heaton. Despite a Ford engine that was breaking down at peak revs Vinny Moy took third overall and the 1000 cc class with his Imp-Ford. The retirement rate was high, and a pit stop dropped David Hall's quick Imp to a lowly seventh.

Alan Rollinson, last year's winner, non-started his F5000 McRae GM1 in the Players No 4 Grand Prix because of lack of finance and the other notable non-starter was Kay Griffiths with his 8.6-litre McLaren M19 CanAm machine. Fastest in practice was the Mighty Magee in the F1 Brabham BT37 entered by the Monkey Brown, but Damien was some 4 mph under the lap record held by Rollinson and John Watson and was only fractionally faster than Ken Fildes in Luke Duffy's Crosslé-Vega 22F. Nelson Todd in his Crosslé-Hart 22F, now sponsored by Desmond Mack, completed the front row of the grid. Tommy Reid (Brabham-Vega BT38/40) and John Pollock (Brabham-FVC BT30) were on the second row, and there was a mixed bag on the third row with John L'Amie's Porsche 910 flanked on either side by Charles Lucas in the neat F Atlantic March 73B and Walter Kunear in his Lotus-FVC 69. Patsy McGarrity had starting problems in practice and was on row four with his ex-works Duckhams-sponsored F2 Chevron B25, but he retired after the warming-up lap.

As expected, Damien Magee used all that Ford power of the Brabham BT37 to build

up a big lead over Reid and Fildes, but the Formula 1 car was not built for the bumpy roads of Phoenix Park and after only four laps Magee was forced to retire with two cracked engine mountings. In a demon braking manoeuvre at Dublin Corner, Fildes took Reid on the inside to lead on lap seven. Nelson Todd's Crosslé was in trouble with lack of braking power and two pit stops plus two runs down the escape road at Dublin Corner effectively put him out of contention. Arthur Collier's B10 23 only completed two laps. Richie Heeley retired on lap 13 convinced that the Holbay engine of his Gryphon C73 was seized, but afterwards it transpired that he only had a flat battery.

With only two laps to go Fildes was almost put out of the race by L'Amie's Porsche, which charged up the inside of the braking area at Dublin Corner, and thus allowed Reid to get right up behind the Crosslé and Heeley went ahead on the last lap to win by one-fifth of a second. Charles Lucas finished third in the FA March, a lap behind and almost half a minute in front of Pollock and Todd, with Johnny Blades two laps down on the first two in the ex-E. Fittipaldi P2 Lotus 68.

Final ring was a Group 1 race for the Dunlop Hawthorn Trophy, in which Derek Boyd scored a runaway victory with the Lombard and Ulster Ford Capri 3000 from the similar car of Brendan Fagan and the Ford Mexico of Michael McMenamin and Alan Tyndall. But the sensational performance was Alec Poole's sixth with a Datsun 120A, beating cars of several ccs bigger and costing much more too!

The best grid of Formula Fords seen in Irish racing so far this year set off in the opening race on Sunday, but thanks to some clutched late braking there was a big incident at Mountjoy that eliminated the Crosslés of Paul Eastwood, John Keaney and Jim Sherry, the Dulon of Stuart Ross and Bernard Devaney's Lotus 81M, and Eddie Jordan's Lotus 81M blew its engine to pieces on the warming-up lap. Jay Pollock in the works Crosslé 25F, who has only just appeared after almost a year's retirement in the past few weeks, did a repeat of his last year's win with consummate ease, 14.2s in front of Frank Hopper's Royale RPI8 and with no one else in the picture at all. Harry Acheson in his Merlin Mk 20A was a lonely third, followed by Dan O'Sullivan (Crosslé 20F), the ever sideways David Kennedy (Merlin Mk 11A) and Crawford Harkness (Lotus 80F).

Heat 2 of the Duckhams Trophy included some very fast and exciting machinery, with Mick Hill's famous Ford Boss Capri the obvious favourite, but the opening lap saw Hill being led by the Vauxhalls of Des Donnelly (Viva) and Jackie Patterson (Firenza). Hill took Patterson on the second lap, but for four glorious laps Donnelly led the mighty Capri V8 until the gearbox expired and the 16-valve Viva was out at Raths Corner. Patterson was slowing in the Firenza and

Mattie McNamara went into second on lap five, and the Escort-FVC closed steadily on the Capri but it was obvious that Hill was just not turning on all the power available and had lots in hand. Patterson retired on lap eight and a lap later Tony Brennan retired his quick Escort-FVC with a flat front tyre. Alec Poole's mechanics had worked overnight to put a bigger 1320 cc engine in the little Datsun 120A and this certainly paid dividends as he was up to fifth on lap eight, in front of Hector Newenham's 1.8 Escort-BDA. His friend Hector went past at Mountjoy, spun in front of Alec, the Datsun hit the Escort and sent it on its way, but the Japanese car retired with a front corner knocked off! Mick Hill went on to win by 7.4s from McNamara, and Newenham was third, a lap behind, from the Viva of Jay O'Malley. Robert Ward and Derek McMahon, ringleaders of the famous "Donegal Mafia" of racing and rallymen, had a fantastic dice in their rally BMW 2002s to dead heat for fifth, handsomely beating the other rally BMW of Arnie Poole.

Only two drivers were really in the hunt for that £1,000 first prize in the Player's No 6 Grand Prix, but at the end of the second lap of the second heat only Tommy Reid was there with the big purse dangling in front of his Brabham, for Ken Fildes made a dramatic pit stop to retire the Luke Duffy Crosslé with a fractured rear suspension upright. Nelson Todd led the race for four laps until Reid took over the lead until lap 11 when the order was Todd, Reid, Patsy McGarrity, Damien Magee, Johnny Blades and Charles Lucas, the latter having a helluva go with the FA March and using all the road and lots of opposite lock to keep up with the quicker cars and stay in the money picture.

McGarrity was going quickly with the P2 Chevron and he was the new race leader on lap 12 and it was not until lap 16 that Magee even vaguely led in the FI Brabham, but little Patsy continued to press on so that Damien just could not relax for a second. Reid was fourth but happy to hold his place and the overall lead without throwing it all away by trying to retake Todd. In the closing laps of what was an interesting if not exactly thrilling race, Charles Lucas shot off the road at Phoenix Corner just as he was being tapped by Magee. The March ran amok amongst the trees and finally bent itself rather badly against one of the Park trees that have claimed so many motor cars in the past. Luckily Charlie was okay but dejected, for he had thrown away a probable second overall with only three laps to go out of a total of 58 laps! At the finish there was only 0.8s between Magee and McGarrity and Todd and Reid were the only others to go the distance, with Reid and his sponsor and great friend Mick Mooney, of Irish Racing Cars fame, happy to finish fourth and delighted to finally break their Park bogey in such splendid style. It was Tommy's Player's No. 6 GP win in no uncertain terms for he was the only driver to complete the full 58 laps. Nelson Todd was a gallant

The Gryphons of Andy Diamond and Caldwell Smythe had a big dice with Mike Martin's U2 for third place in the Shell Trophy race.



second and Charles Lucas had the consolation of being classified in the money with third on aggregate. Ronnie McKay and Brian Lenke, in Brabham BT30 and BT36, respectively, were rewarded for their efforts by taking the next two placings.

The BP Visco-Static Trophy was a handicap race for sports cars, with a sprinkling of single-seaters, won by Martin Andrews in a Triumph Spitfire who was almost pipped by Mike Nugent's ultra quick Lotus Elan on the line. Tony Dowling did wonders with an almost vintage Lotus Mk XI to finish third by exactly 1s ahead of the MGB of Joan Dobbs.

Two very long and busy days of motor racing came to a fitting finale with the Shell-Sport International Challenge Team Race between England and Ireland, contested by the super sportmen of the clubman world. Grid placings were by lucky dip and it was Richie Heeley drawing pole, but a first lap nonsense at Mountjoy saw the leading Irish driver way down in sixth spot at the end of lap 1, behind Vernon Davies (U2), Stuart Glass and Sid Marler in Gryphons, Brian Husbands (U2) and Caldwell Smythe (Gryphon) having been sportingly waved on by fellow Irishmen Ivan Rothwell, Dave Furlong and Derek Shortall in U2s. Mike Martin retired his U2 on lap one and on lap two the score was evened when Frank Syntor retired his U2. Heeley had the bit between his teeth in his efforts to uphold Irish honour and on lap eight he was third, but was unable to do anything about Davies and Glass. The order after the third man was Husbands, Rothwell, Smythe, Furlong, Marler, Shortall, Cockerell, Conroy and Manley. England won on points, by 47 to 31, having recovered from a shocking rate of mechanical misfortune in the ShellSport Trophy and PN6 GP that included smashed nose cones, buckled wheels and suspensions but sure 'twas a Welshman that won it for the English!

ShellSport Trophy (Super Sports), 22 laps: 1. Richie Heeley (Gryphon C73), 23m 42.8s, 84.10 mph; 2. Tony Davies (U2 Mk 12), 24m 15.0s; 3. Andy Diamond (Gryphon C73), 24m 19.8s; 4. Caldwell Smythe (Gryphon C73), 24m 20.0s; 5. Mike Martin (U2 Mk 12), 24m 21.4s; 6. Sid Marler (Gryphon C73), 24m 30.4s; 7. 8. Brian Husbands (U2 Mk 12), 24m 37.8s; 9. Derek Shortall (U2 Mk 12), 24m 38.4s; 10. Frank Syntor (U2 Mk 12), 33m 1.8s, 87.44 mph.

Duckhams Trophy (Modified Saloon), Race 1, 17 laps: 1. Arne Poole (1.3 Datsun 120A), 37m 46.5s, 74.79 mph; 2. Paul Heeley (1.7 Vauxhall Viva), 38m 27.4s; 3. Johnny Mooney (1.0 Ford Ford 1100), 38m 47.2s; 4. Ian McGarrity (0.9 MGB), 39m 40s; 5. Patsy McGarrity (0.9 MGB), 39m 51.0 mph.

Player's No. 6 Grand Prix, Heat 1, 29 laps: 1. Tommy Reid (Brabham V8s), 87m 47.3s, 93.44 mph; 2. Ken Fildes (1.6 Vauxhall 20A), 87m 50.4s, 93.44 mph; 3. John Peacock (Brabham FVC 8736), 87m 51.3s, 93.44 mph; 4. Johnny Blades (2.0 Vauxhall 20F), 87m 52.4s; 5. Patsy McGarrity (0.9 MGB), 87m 53.4s, 93.44 mph.

Dunlop Hawthorn Trophy (Standard Saloon), 17 laps: 1. O'Brien (0.9 Ford 1300), 87m 46.0s, 87.37 mph; 2. Brendan Fagan (Ford Capri 3000), 89m 05.1s; 3. Michael McMenamin (Ford Escort Mk 1), 89m 20.8s; 4. Alan Tyndall (Ford Escort Mk 1), 89m 23.4s; 5. John Mooney (Ford Capri 3000), 89m 32.4s; 6. Alec Poole (Datsun 120A), 89m 35.6s; 7. Patsy McGarrity (0.9 Ford 1300), 89m 36.4s, 87.34 mph.

Formula Ford Trophy (1.2 (laps): 1. Jay Pollock (Crosslé 25F), 24m 27.4s, 81.83 mph; 2. Frank Hopper (Royale 16F), 25m 35.8s; 3. Harry Acheson (Merlin Mk 12A), 25m 51.0s; 4. Dan O'Sullivan (Crosslé 20F), 25m 52.9s; 5. David Kennedy (Merlin Mk 12A), 25m 54.4s; 6. Crawford Harkness (Lotus 80F), 25m 57.4s; 7. Patsy McGarrity (0.9 Ford 1300), 25m 02.8s, 82.98 mph.

Duckhams Trophy, Race 2, 17 laps: 1. Mick H. (0.9 Ford Capri 1300), 84m 13.0s, 84.17 mph; 2. Martin Andrews (2.0 Ford Escort FVC), 84m 20.8s; 3. Michael Newenham (1.8 Ford Escort BDA), 84m 38.6s; 4. Jay O'Malley (1.2 Vauxhall Viva), 84m 40.7s; 5. Robert Ward (1.9 MGB), 84m 51.1s; 6. Derek McMahon (BMW 2002), 84m 54.4s; 7. Des Donnelly (1.2 Vauxhall Viva), 84m 56.4s, 84.16 mph.

Player's No. 6 Grand Prix, Heat 2: 1. Damien Magee (FI 8736), 50m 20.2s, 93.25 mph; 2. Patsy McGarrity (P2 Chevron 8725), 50m 20.8s; 3. Charlie Lucas (FA March 8731), 51m 07.0s; 4. 5. Tommy Reid (Brabham 8736), 51m 36.2s; 6. Brian Leek (U2 8736), 51m 38.4s; 7. Ronnie McKay (U2 8736), 52m 04.4s; 8. Patsy McGarrity (Brabham FVC 8736), 52m 44.1s, 93.24 mph.

BP Visco-Static Trophy (Handicap): 1. Martin Andrews (Triumph Spitfire), 20m 04.2s, 86.74 mph; 2. Mike Nugent (1.8 Lotus Elan), 20m 05.8s; 3. Tony Dowling (1.1 Lotus-Climax 11K Mk 1), 20m 41.0s; 4. Joan Dobbs (MGB), 20m 42.0s; 5. Francis Flynn (MG Midget), 20m 43.2s; 6. Sid Bradford (1.6 Lotus-Ford 34), 20m 51.0s.

Team Challenge (Super Sports): 1. Vernon Davies (U2 Mk 12), 19m 3.0s; 2. Stuart Glass (Gryphon C73), 19m 33.4s; 3. Brian Heeley (Gryphon C73), 19m 44.2s; 4. Brian Husbands (U2 Mk 12), 19m 48.4s; 5. Ivan Rothwell (U2 Mk 12), 20m 36.8s; 6. Caldwell Smythe (Gryphon C73), 20m 42.2s; 7. Patsy McGarrity (Gryphon C73), 20m 53.4s, 87.93 mph. Team result: England, 47 points; Ireland, 31 points.



Mike MacDowell won the Championship top 10 again at Harewood with his Brabham-Repco

HAREWOOD

MacDowell scores in the dark

The honours at the penultimate round of the RAC hillclimb championship were distributed between Roy Lane (Manpower McLaren M14D) and the new champion, Mike MacDowell (Brabham BT36X). The scene was the BARC (Yorks) Shell sponsored Harewood meeting and all the signs pointed to a really good day's racing. The weather was really hot and everything was being run with the club's usual efficiency when things started to go wrong. There was a fault in an underground timing cable, a Mini inverted itself, a small single seater split a lot of oil, and a Terrapin went through a fence. Faced with all this, a lesser club might have failed but the Yorkshire Centre soldiered on although the light was failing towards the end and the sun had given way to a biting wind.

It was during the class runs that Lane set the fastest time of the day and put himself in a good position to win his first round this year. However pleasing this would have been to see, it was MacDowell, for the fourth round in succession, who came away with the 10 points for the fastest man during the top 10 runs. He had led on the first championship runs by over a second and, although half the field improved on their second runs, in spite of the failing light, nobody was able to catch him, which was just as well for, trying hard to wrest BT3D from Lane he spun out of the Gates before Orchard corner. Lane, too, was on top form and for the second week running trailed MacDowell home for second place with a sub 40 s time on his second run. Lane is assured of fourth place in the championship yet again and it is to the second place battle that we look for all the excitement now. Both Sir Nicholas Williamson (Marilyn DFV) and Richard Thwaites (Eastern Carpet Stores McLaren M10B) came to Harewood on equal points and it was only after a close struggle that Williamson was able to move ahead with a third place to Thwaites' fourth. The Marilyn really has been handling badly of late and it was only the baronet's superb skill that ever kept it on the road as he opposite locked through Farmhouse bend. Thwaites' car was jumping out of second gear. In fifth place came a splendid performance by Malcolm Dungworth in only his second championship event of the year. Although finding wheelspin excessive Dungworth was handling the ex-Tony Griffiths Saxon Hawk Brabham BT35X with great confidence. The car's owner, John Cussins was also at the wheel after a long absence and during the class runs turned in a time that, had he been entered, would have qual-

fied him for the top 10. Peter Boshier-Jones remarked that he needed his Welsh miner's helmet in the gloom but still turned in one of his impeccable performances for sixth spot. This could be his last event though for, before the meeting was over, E-type pilot, Nigel Pow, had handed over a cheque for the Brabham BT21C. Those seasoned campaigners, Tony Griffiths (Brabham BT33) and David Good (Lynx MS4) took seventh and eighth places with the latter very untidy through Farmhouse where he clipped an inside wheel.

Just before the championship runs Richard Shardlow's Smith BDE was only on three cylinders and there was some frantic plug changing before the Brabham BT38 could come to the line. It was to little avail though for the clutch wouldn't clear and he only took one run to come ninth. The other qualifier was Tony Bancroft (Penine Motor Group McLaren M10B) but he had the misfortune to break his third drive shaft in just over a week and so the first reserve came to the line. It was none other than Peter Voigt who was driving Roger Willoughby's Shorrock blown, ex-Jimmy Johnstone Brabham BT15. "Super Fiddler" had already smashed the class record in spite of his long lay-off and went about the far more modern machinery with the will but not the power. The Brabham was advertised in AUTOSPORT last week and after this it must be the cheapest championship scorer you could buy!

A lot of the Castrol BARC contenders come to Harewood for this meeting and, in fact their classes were in force which meant no fewer than 18 winners at the end of the day. Fastest of these was, of course, Lane, who saw off MacDowell and Williamson, the only others below 40 s. Unfortunately the balloon tied on Sir Nick's cold air box did nothing for the handling! Again it must be explained why Chris Cramer failed to make the top 10. As at Prescott a camshaft broke on the Grinnalle March 723 during practice. He borrowed Alan Padgett's Brabham BT38 on the morning of the event and then this broke a drive shaft before the luckless Chris could start the event.

With Geoff Rollason (Lotus 69) using the wrong ratios Ken MacMaster (GRD 272) had life much easier in the 1600 cc class with Gray Michel (Brabham BT35) beating Rollason for second place. There were some fine performances in the 1100 cc class but who was there to beat Voigt who was quicker than even the 1600s? Those Pink Mice Alex

Brown and David Fyfe tried as hard as usual in their Ginetta G17 but couldn't do it while John Crowson drove his Whitbread sponsored Terrapin with great verve and vigour to follow them in fourth place in this huge class. Again there was a great array of those entertaining 500s with record breaker Colin Myles and John Turner returning to the top of their class with their Cooper Mk 9s.

Reg Phillips is now a key figure in the Woking Motors Leaders' championship for although he is entered for the RAC series he beat Leaders' contender Phil Scragg who had three litres in his B19 to Reg's two. This enabled Alister Douglas-Osborn (U2 Mk 12) to stay at the head of the table, three points ahead of Scragg and Alex Brown, although he was again beaten by the remarkable class demolisher David Morris in his FVA powered U2 Mk 11X with brother Bill filling in third place in the 1600 cc class. U2s also featured in the clubman's class, as expected, with Jeremy Hunt (who set a new record) and Ian James ahead of the rest of the field. Besides buying Boshier-Jones' Brabham, Nigel Pow also took the large modsports class with his Jaguar E just beating the Hemmingway family in their remarkable Turner Mk 3, Steve ahead of Pat, the fastest lady of the day.

Chris Seaman's driving has been surely missed since a lorry wrote off his Midget last year but he's back again and quickly felt his way into the swing of things with a class win (it must be nice to have the secretary of the meeting as your team manager!)

Robert Speak's class win with his Elan couldn't have been easier. The bottle of champagne his wife, Pat, somehow acquired for being third fastest lady seemed to give Brian Kenyon (Austin Healey Sprite) more pleasure than his class win ahead of Mick Merrill's similar car.

There were five saloon classes and besides providing the course car, Jim Thomson also proved the quickest with the popular Guyson Firenze ahead. In his class, of another Vauxhall, Mike Newman's Viva GT A ex-Boyte's Lassman Cooper S was the expected winner in the small special saloon class while Peter Ormerod's Escort only needed one run to take the largest touring class. It was Cooper S in the middle touring class with Nicky Porter seeing off John Davies and back to Escorts in the smallest class with a win for Graham Brooks' Thomas Motors car.

As usual the BARC (Yorks) laid on a little light relief, this time in the form of the first ever hillclimb caravan class and, with the escapades of the recent Caravan Rally fresh in many people's minds we watched as they slid about one wheeled, and in one case inverted themselves up the hill. The winner proved to be John Heppenstall's BMW 3.0 Si towing a Bessacarr Modena.

With the season coming to an end, the championship circus moves on to Doune in a fortnight's time while many people will be back at Harewood for the Castrol/BARC final on September 30, often one of the best meetings of the year.

IAN WAGSTAFF

STD R Lane 52 McLaren Chay 400 M14D. H 10th Class winners G Brooks 3 Estoril 51.12s N 25th 3 Dept S GR 776 P Ormerod 11th Escort 49.92s 1 A 8th 4 Cooper S J 1st Hillclimb 45.5s E 2nd 5 E 45.48s B 3rd 6 3 A 4th Shirley 41.3s 1 A 5th 6 4th 7th Estoril 46.7s C Seaman 41.7 MG M10 47.1s D 5th 6 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th 18th 19th 20th 21st 22nd 23rd 24th 25th 26th 27th 28th 29th 30th 31st 32nd 33rd 34th 35th 36th 37th 38th 39th 40th 41st 42nd 43rd 44th 45th 46th 47th 48th 49th 50th 51st 52nd 53rd 54th 55th 56th 57th 58th 59th 60th 61st 62nd 63rd 64th 65th 66th 67th 68th 69th 70th 71st 72nd 73rd 74th 75th 76th 77th 78th 79th 80th 81st 82nd 83rd 84th 85th 86th 87th 88th 89th 90th 91st 92nd 93rd 94th 95th 96th 97th 98th 99th 100th 101st 102nd 103rd 104th 105th 106th 107th 108th 109th 110th 111th 112th 113th 114th 115th 116th 117th 118th 119th 120th 121st 122nd 123rd 124th 125th 126th 127th 128th 129th 130th 131st 132nd 133rd 134th 135th 136th 137th 138th 139th 140th 141st 142nd 143rd 144th 145th 146th 147th 148th 149th 150th 151st 152nd 153rd 154th 155th 156th 157th 158th 159th 160th 161st 162nd 163rd 164th 165th 166th 167th 168th 169th 170th 171st 172nd 173rd 174th 175th 176th 177th 178th 179th 180th 181st 182nd 183rd 184th 185th 186th 187th 188th 189th 190th 191st 192nd 193rd 194th 195th 196th 197th 198th 199th 200th 201st 202nd 203rd 204th 205th 206th 207th 208th 209th 210th 211st 212nd 213rd 214th 215th 216th 217th 218th 219th 220th 221st 222nd 223rd 224th 225th 226th 227th 228th 229th 230th 231st 232nd 233rd 234th 235th 236th 237th 238th 239th 240th 241st 242nd 243rd 244th 245th 246th 247th 248th 249th 250th 251st 252nd 253rd 254th 255th 256th 257th 258th 259th 260th 261st 262nd 263rd 264th 265th 266th 267th 268th 269th 270th 271st 272nd 273rd 274th 275th 276th 277th 278th 279th 280th 281st 282nd 283rd 284th 285th 286th 287th 288th 289th 290th 291st 292nd 293rd 294th 295th 296th 297th 298th 299th 300th 301st 302nd 303rd 304th 305th 306th 307th 308th 309th 310th 311st 312nd 313rd 314th 315th 316th 317th 318th 319th 320th 321st 322nd 323rd 324th 325th 326th 327th 328th 329th 330th 331st 332nd 333rd 334th 335th 336th 337th 338th 339th 340th 341st 342nd 343rd 344th 345th 346th 347th 348th 349th 350th 351st 352nd 353rd 354th 355th 356th 357th 358th 359th 360th 361st 362nd 363rd 364th 365th 366th 367th 368th 369th 370th 371st 372nd 373rd 374th 375th 376th 377th 378th 379th 380th 381st 382nd 383rd 384th 385th 386th 387th 388th 389th 390th 391st 392nd 393rd 394th 395th 396th 397th 398th 399th 400th 401st 402nd 403rd 404th 405th 406th 407th 408th 409th 410th 411st 412nd 413rd 414th 415th 416th 417th 418th 419th 420th 421st 422nd 423rd 424th 425th 426th 427th 428th 429th 430th 431st 432nd 433rd 434th 435th 436th 437th 438th 439th 440th 441st 442nd 443rd 444th 445th 446th 447th 448th 449th 450th 451st 452nd 453rd 454th 455th 456th 457th 458th 459th 460th 461st 462nd 463<

CASTROL AUTOCROSS FINAL

Terry Smith is Champion

Terry Smith, the 27-year-old printing company director from Harborne, Birmingham, is the 1973 Champion of the Castrol-BTRDA Clubman's Autocross Championship. He won the title after a nerve-tingling three-car run-off at the final at Farningham, near Wolverhampton, last Sunday, when Dudley & District CC ran the final for the third time.

At the conclusion of a fine day's autocrossing in which nine drivers had started with an equal chance of carrying off the title vacated by double winner John Bevan, Smith lined up with his 1340 Mini against George Warren, upon whom Welsh hopes rested, and the Norfolk farmer Peter Harrold, each of whom had won their respective classes on each of the three runs. Warren, who had the drama of a broken oil pipe just before his third class-winning run with his 17 Escort and Harrold of big-engined VW fame, send wicked Smith in the triple run.

With the times kept secret until after all three had completed the tie breaker, Harrold was first away striving to better his class winning 1m 20.7s, but he failed by just over 1.6s. Smith was second and he did a perfect run, bettering his class-winning best by 0.4s, but he didn't know it at the time. So to George Warren. He flew round the first part of the course in tremendous style but then his world collapsed as he spun the ex Ron Douglas car at the last bend on his first lap and thus the championship was decided.

Smith, the man who came into the championship mid way through the season and only just in time to get among the class winners consistently enough to get to the final with a maximum of seven wins along with eight others, remarked afterwards: "I have never been so nervous in all my life."

What then of the others? Nick Garner and Richard MacDonald, the small Mini men, were the first of the maximum scorers to get to grips and they were one all and effectively out of it after the first two runs and when MacDonald won the third run after three very consistent outings by a decisive second, he took the class overall by six points. From the up to 1300 cc conventional saloon class, Graham Hathaway, the newcomer to the championship, failed to get his Anglia repaired in time from his previous weekend maladies and used an Escort but he was never in the hunt from the word go. His best placings were two-thirds and so the class went to Tony Merridale with three straight wins leaving a despondent Hathaway second overall in the class. Next of the nine to fall by the wayside was Paul Northall, sole representative of the sports car class. With the Triumph GT6 he was expected to blow off the opposition and he started with a win but then was beaten by the almost unknown figure of Ron Gibson with his rapid Sprite and to crown a poor day, Roger Dowson pipped him on the third run. His sole consolation was overall runner-up in the championship for best in opposite class to the overall winner and the class in the series went to Dowson.

So to the clash of the VWs of Harrold and his old rival John Button. Harrold sailed away from the start and Button dropped a clanger on the first run when he spun almost to a halt. He recovered with 2s on subsequent runs but he never really saw the Norwich farmer.

Roger Brunt, overall leader of the series with 13 class wins to his credit with his lightweight 998 Mini, was next to fall from contention. The man who provided the shock was another of the non-regulars in the series Nick Brice. He posted a time just over 1m 21s on his first run and Brunt was half

a second down so his chances disappeared early. Brice rubbed salt into the wound by winning second time round while Brunt finally got it all sorted when it was too late on the third run. Frank Morris, the other leading contender in the class, had a poor day but just hung on to second overall ahead of Brice.

Next up was Warren. He quickly asserted himself by leading the opposition by a comfortable 0.8s on his first run and after a repeat performance on the second outing (which was a re-run because he backed off for ambulance men whom he thought were in the way), he was just about to come to the line for his third when an oil pipe burst and much sweat was expended in putting matters to rights. Nerves or not, George put in another class-winning run and was through to the run-off. In contrast Smith had a comfortable time, problem-wise. He started off by leading the class by 0.7s, was only a tenth slower on his second run and equalled this on the third for the most consistent piece of autocrossing seen at a final for many a long year and in due course became a worthy champion.

In the other two classes which did not provide maximum score people Martin Barnard took his Datsun 240Z to a runaway victory in the standard saloons sports class

Victory was almost handed to him on a plate when the Porsche 911S of Brian Evans and Dave Marston never appeared and Barnard romped away to three straight wins and the class overall while in the specials class the ever so consistent Nick Seymour emerged as the class winner with a win, a second and a third to pip poor John Watkins, the leader, before the day by a mere two points.

Seymour, with his Volvix Special as reliable as ever, edged home in front of Watkins' JW Special which had the class in his grasp until the very last run when the car coasted to a halt with a dead engine when he only had to take fourth to take the class after leading it for most of the series.

John Bevan and Mike Turpin, with Navea and the 1900 BDA Special, had a right good go for BTD. Turpin blasted off with 1m 18.0s only to be given a 0.8s penalty while Bevan had turned in a neat 1m 18.8s which stood throughout the rest of the over 300 runs on the dry and dusty Clive Farm course.

The BTRDA chairman, Peter Cooper, presided over the presentation of class awards and some of the major prizes as darkness began to close in and with Smith collecting the much-prized Gold Star as champion, the 1973 series put on the dust covers at the conclusion of yet another successful season. Battle will recommence next April when Castrol, it was announced, will once again provide the sponsorship.

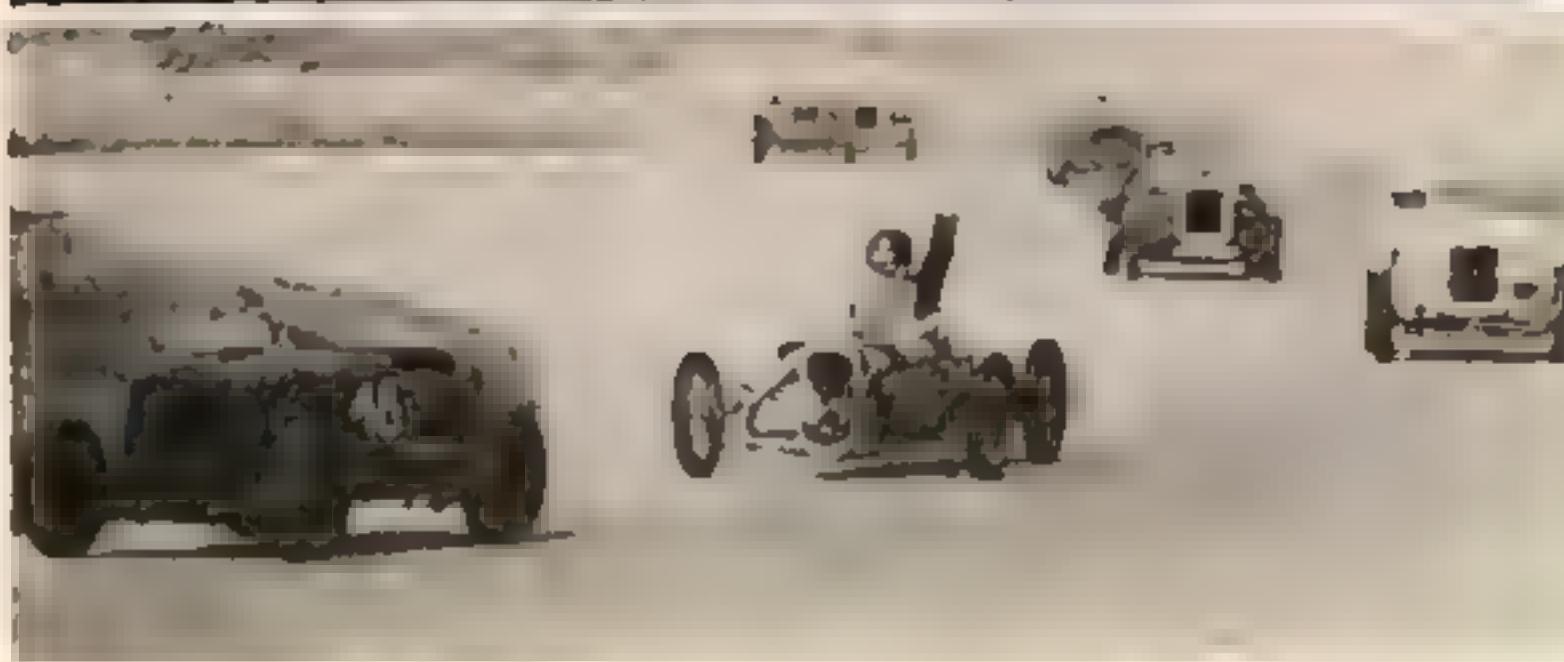
DEREK HILL

Champion Terry Smith (Mini), 1m 19.9s.
STD. Brian Bevan, 1m 18.8s.
Class winners: M. Barnard (Datsun 240Z), 1m 22.9s.
H. Garner (Mini), 1m 23.3s; T. Merridale (Escort), 1m 23.8s; P. Northall (Triumph GT6), 1m 26.6s.
P. Harrold (VW), 1m 20.7s; N. Brice (Mini), 1m 21.3s; G. Warren (Escort), 1m 21.4s; D. Dowson (Mini), 1m 21.0s; M. Turpin (Special), 1m 20.0s.
Ladies' Miss A. Harries (Mini), 1m 23.9s.



Tony Merridale takes his Escort to a class championship title (above). BTD went to John Bevan again (below)





Eyre's Austin leads Giles, who seems to have something amiss with the GN "Salome."

LLANDOW

High attrition rate in heat

"Akin to being pummelled in an overheated sauna bath" was one description among the few printable offered by competitors at the first ever VSCC Llandow race meeting last Saturday. The bumps of this diminutive circuit were already a sore subject after practice — VSCC racing machinery is not renowned for the suppleness of its suspension — but the aeltering heat of the afternoon and the relentless series of unabated right-hand bends contrived to wear out some of the most dauntless car/ driver combinations. Hero of the day and winner of the Motor Sports Brooklands Memorial Trophy as a result of this day's and many previous successes during this season, was Iain Macdonald in his burly Lagonda LG45 4½ litre racer.

First of the scratch races to take to the track was a 10-lapper for up to 1500 cc Vintoys and PVT cars, led from start to finish by David Fletcher-Jones' Lagonda Rapier sports racer although the efforts of Dr Lionel Stretton in his GN Special in second place gained him fastest lap time of nearly 73 mph in the car which bears the name of the old Shelsley special "Martyr" but its big JAP engine and blower have been replaced by a 4ED Meadows. Freddy Giles' more original Shelsley Special (Salome), with JAP, Morgan trike and a little GN in its make-up finished a gallant third ahead of John Golders' tidy Riley and an epic duel between the Austin 7s of Geoff Hare and John Kirby.

It was perhaps a mistake to give the under 1500 cc cars 40 m start in the 12 lap race for the Melville and Geoghegan trophies. Not only did it hasten the onset of winner Peter Dodds' leaping backmarkers among the slower large-capacity cars, but it made the race more difficult for spectators to follow. Peter, who manages to wind an over 6 ft 2 in frame into the tiny cockpit of his Brooklands Riley, was harried throughout the race by Martin Eyre's Ulster Austin 7 which was going magnificently while becoming increasingly dull-coloured through excursions into the rough as the driver short-cut the corner after the paddock. The most likely car to catch the flying 7 was Stuart Saunders' handsome T35 Bugatti but on the eighth lap he spun with a burst tyre after an excellent drive. Dick Smith's handsome Frazer Nash had a demon 4ED fitted specially for the occasion in an attempt to wrest back the Geoghegan Trophy for the chain-gang brigade but neither the car nor the driver succeeded in shaking off a slight hangover until four laps had passed and by then it was too late, although he was secure in third place overall, ahead of the

first of the over 1500s, Colin Johnstone's Lea Francis.

Bill Sant's Clyno won event three, a 10-lap handicap followed by Peter Black's Amilcar and John Philbrick's Austin 7. In the John Holland Memorial Trophy race, Ron Footitt had an easy win in his potent little Cognac Special — a GN chassis with a very highly tuned AC six-cylinder OHC motor — but the 20 laps took a toll on the competitors in the all pre-1931 race. First challenger was Johnstone's Lea but it started to falter and retired. Then Nigel Arnold-Forster in Delage II engaged Martin Dean's T37A Bugatti and John Howell's used-looking Sunbeam Sports-racer in battle. This battle raged for a while until the Delage shed one of its huge beaded edge tyres entering the corner before the start line and retired leaving Dean to the attentions of Howell's leaping Sunbeam. At last the ebullient Howell passed and pulled away in the second half of the race in an obvious attempt to catch the Cognac Sp which was still in sight but Footitt had enough in hand to stay well out of reach to win what had been a walkover for him but a tremendous race for second place.

Geoff Coles took an early lead in the following 20-lap race for the Spero and Voiturlette trophies, his replica of the Hamilton TT-winning J4 MG appearing uncatchable at first as he drew away from Peter Dodds' Riley. Fletcher-Jones' swift Rapier and Colin Tieche's replica J4. Unfortunately the second-place battle was broken up when Dodds had a conflict of lines with Mrs Skinner's almost veteran Singer which put both out of the race. And at this stage (almost halfway through the race), John Irish's Riley disembowelled itself in the middle of the corner. Martin Eyre's still autocrossing Ulster shed some apparently vital parts and the track suddenly seemed to have shed several of its occupants at once. Now it seemed a procession would develop but at threequarters distance it became obvious that the flying J4 in the lead was being nursed and had slowed and as the last few laps ran out the red Rapier special with its pursuing green J4 closed relentlessly, Fletcher-Jones taking the lead with half a lap to go and Tieche just pipping the unhappy Geoff Coles on the line.

The pre-war all-comers Scratch race of 25 laps turned out to be another good race but again the bumps and unabated right-hand bends caused mechanical derangements. John Venables-Llewellyn's 2-litre ERA looked all set for a win and a battle for second was the most hoped for between Hamish Moffatt in

Nigel Arnold-Forster's ERA and Patrick Marsh's ERA. Certainly the 2-litre took an early lead but on the 12th lap Hamish was still very much in contention and outgunned the blue 2-litre into Paddock to take the lead whilst Marsh's ERA lagged behind fluffing somewhat, although it seemed to cheer up later. Hamish was working hard and seemed disinclined to rest his motor car at all now that he was in front, whilst it soon became obvious that Venables-Llewellyn's car had suffered in its pre-selector gearbox and the car was being driven in one gear only. Hamish, by the time 20 laps were up, had his shirt up round his chest and smoke was ominously issuing from the red ERA's louvred bonnet, however it survived just long enough to blow up at least one piston as it crossed the line, followed by Venables-Llewellyn and Patrick Marsh. David Barber's SS100 was a valiant fourth, having got the better of Simon Phillips' very effective left-hander 328 BMW. Keith Knight's Riley shed red-hot metal bits on the last lap, apparently bearing shells!

The following 10-lap scratch race for Vintoys and PVT cars saw Iain Macdonald clinch his lead on points for the Brooklands Memorial Trophy with a sound win from Peter Crange's 1934 pointed tail Magnette. Humphrey Collis followed home third in his Alvis Speed 20 2½ special. The last two races of the day were both 10-lap handicaps, the first won by Simon Phillips in his pretty 328 BMW after a race-long duel with Peter Selwyn Smith's similar 1½-litre car. Third was Peter Graham's superb Delage which was pestered for the whole race by Scott's very similar-looking Delahaye which made considerable attempts to get by using the grass. Mike Bowler's beautiful ex-Gilles-Tyler Mills Midget 328 was a lonely fifth, a bit of a handful on ancient Michelin X tyres. The last race saw a win for Cooper's "M" type MG from Chris Mann's 1924 Targa Florio Alta.

ROBIN REW

Vintage and PVT cars up to 1900 cc (10 laps): 1. D. F. Fletcher-Jones (J4 Lagonda) 70.01 m/m. 2. L. J. Stretton (J4 G) 73.75 mph. Class winners: G. Hare 74.7 Aus. + G. Hare + Iain Macdonald + S. Wilson. Melville & Geoghegan Trophy for Vintage Sports Cars (12 laps): 1. P. J. Eys (1934 Austin) 60.22 4s. 2. G. E. 61 mins. 3. M. Eys (1934 Austin) 60.28 2s. 3. R. J. B. Smith 63.5 mph. Nash 10 m 32.7s. Fastest lap: 3. Saunders (J4 Bugatti) 23.17 mph. Class winners: Dodds, C. Johnstone (Lea Francis) and Eys. Vintage and PVT Handicap (10 laps): 1. W. R. Bent (1.4.7 Vito) 10 m 13s. 2. 42.37 mph. 2. P. Black (A 1 Amherst) 10 m 5.8s. 3. 4.5 m. P. Black (1930 Austin) 10 m 11.4s. Fastest lap: Philbrick and D. J. Wilson 1.5 m 4.6 s. 60.0 mph. John Holland Trophy for Vintage Racing Cars (20 laps): 1. G. H. Footitt (2.0. Magnette Special) 16 m 3.6s. 2. 73.24 mph. 3. J. Howell (3.0. Sunbeam) 16 m 39.4s. 4. 1. C. 44. Dean (1.5. Bugatti) 17 m 8.6s. Fastest lap: Footitt 74.38 mph. Class winners: Footitt and Dean. Spero and Voiturlette Trophy (20 laps): 1. D. F. Fletcher-Jones (J4 Lagonda) 47 m 1.4s. 2. 70.56 mph. 2. G. E. 7.6s. Nash (2.0. MG) 17 m 3.0s. Fastest lap: P. Dodds (1.1. Riley) 74 mph. Handicap winner: A. J. Hare (1937 Austin). Pre-War All-Comers Scratch Race (25 laps): 1. J. M. Moffatt (3. ERA) 19 m 43.6s. 2. J. Venables-Llewellyn (2.0. ERA) 19 m 12.2s. Fastest lap: Moffatt 61.72 mph. Vintage and PVT Scratch Race (10 laps): 1. I. Macdonald (4.5. Lagonda) 8 m 14.4s. 2. 72.87 mph. 2. P. Crange (1.3. Midget) 8 m 14.6s. 3. H. G. Hare 8.43 Alvis. 4. 29.7s. Fastest lap: Crange 75.31 mph. Class winners: Crange and Macdonald. Handicap (10 laps): 1. P. Bent (2.0. BMW) 7 m 47.6s. 2. 71.20 mph. 2. P. Selwyn Smith (2.0. BMW) 7 m 48.4s. 3. P. Graham (3.0. Delage) 8 m 1.2s. Fastest lap: P. J. Barber (3.5. SS Jaguar) 76.92 mph. Handicap (20 laps): 1. P. J. Barber (3.5. SS Jaguar) 8 m 30.6s. 2. 56.79 mph. 2. C. Mann (3.0. Alfa Romeo) 8 m 43.6s. 3. W. Symonds (3.6. Alfa Romeo) 8 m 45.2s. Fastest lap: Symonds 68.44 mph.

• Fog brought problems for many competitors on last weekend's Mercury Rally in central Wales and Shropshire, which resulted in a win for Geoff Wright and Dave Cabena in their Cooper S who dropped 34 m 29 s. Shropshire Group of the CSMA had on an interesting route which was spoilt partially by the weather and some indifferent marshalling. Second place, after leading at half time and losing time in the fog after petrol, went to Chris Beddow and Steve Fellows in their Crown Mini, nearly 3 m down while Bill Bengry and Lyn Andrews brought their Avenger GT home in third spot.

1. G. Wright, D. Cabena (Cooper) 34 m 29 s. 2. C. Beddow, S. Fellows (Cooper) 37 m 10 s. 3. B. Bengry, L. Andrews (Avenger GT) 39 m 25 s.

Sports extra

MALLORY PARK

Goodwin comes from the back to second

A meteoric drive from the back of the field by Dave Goodwin in the second of the three Formula 1200 races highlighted Coventry and Warwick MC's clubmen meeting at Mallory Park last Sunday.

Goodwin's Gremlin lined up in the middle of the front row of the grid and out dragged both Chris Bristow, in the Allan 3C and Paul Webb's Delapena Mk 1 off the line only to have the gearlever come away in his hand as he changed into fourth. The rest of the field streamed round him as he struggled to jam the lever back home and he continued in last place. By the fifth lap he had pulled back to fifth place and then began one of the most entertaining struggles of the day.



Goodwin (63) comes up to challenge Webb and Roberts (60)

By lap eight he had succeeded in overtaking Dick Miller's Mallock U2 for third place and set about catching Paul Webb, who had held second place from the start and race leader, Mick Roberts' Navajo.

An experienced campaigner at Mallory, the Northamptonshire driver had little trouble passing these two every lap into Gerards and the Esso. But giving away 200 cc he was unable to hold them down the straights. The lead changed time after time, but Roberts got the advantage along Stebbs Straight on the last lap and try as he might, Goodwin could not find a way past.

The two remaining Formula 1200 races saw the two pole position men, Angelo Farina in the Farina Dizor and Mike Taylor in the Tetranychus Telarius Mk III romp home to predictable victories. Behind Farina a battle raged between Alan McBeath in the Gopher, Barry Foulds' Mallock U2 Mk 5 and Peter Lloyd's Nomad Mk 1D. Foulds retired on lap 11 and left Lloyd with second spot. Ron Sadler in the Centaur Mk 8 pressured McBeath and took third place four laps from the end.

Timothy Gath, whose Mallock U2 Mk 11B was second fastest in practice in the third Formula 1200 event, had a lonely race until the ninth lap when with several seconds in hand he made a mistake leaving the chicane and spun to a halt. The engine fired as Keith Messer's Messer Mk III and John Corboy's Mallock U2 Mk 8 raced into view and the three remained almost tied together until the last lap when Messer slowed dramatically allowing Corboy into third place even though he had sustained a five second penalty at the

proved an easy win for the Chrysler powered Bill Cox Capri. But it was not to be as Cox stopped on Stebbs Straight with no oil pressure and Ian Bax in the eight port big engined Mini went through to win. Jeff Ward in the 1-litre Imp slowed with a misfire on lap two, but got the bit between his teeth and began to close on Bax, lowering his own lap record by eight tenths of a second.

Former autocross driver, Graham Tilley in only his fifth track outing resolved his race long dice with Nigel Clark's bigger engined 1293 Mini at the Essoes on the last lap and just held him off to the line. Tilley, who is a restorer at the Donington Museum rolled his car recently at Cadwell and this was only his second outing since the rebuild.

The combined modsports and clubman's race proved a real hard luck story for Barry Smith. Returning to Mallory with his U2 Mk 11B rebuilt after his shunt at the Essoes in July Barry was sandwiched between Richard Groombridge on pole position with the Hustler CF 3A and Dave Pattle's U2 Mk 8B. Smith swept into the lead from the start and although hard pushed looked like staying there until he was forced off line by a back marker coming out of the chicane and crossed the line backwards leaving the nose cones on the armco. Groombridge went on to win and Pattle, who has been promised a new car for next season by his sponsors, Martin Hall Steel Tubes, finished second.

The current leader of the Formula 4 Championship, Ferguson Tait, scored an easy victory in this class with the Chevron B15/17. John Webb in the older Chevron B9 was a lonely second and Maurice Ogier in the Brabham BT28 just pipped Gavin Hooper's Lotus 59 to the finish. Hooper, who started from the back of the grid with a 5 s penalty carved his way through the field but an intermittent misfire prevented him taking third place.

The Formula Ford race, as always, provided the crowd with value for money with some close racing down the field although the eventual winner Glenn Eagling's Lotus 61, never looked in doubt. The engine of Terry Horrocks' Focus on pole position expired as the Union Jack came down and Eagling swept through from the second row to lead at Gerards. Keith Waters, in the Paluser Sundown, provided more than his fair share of the excitement, spinning on two occasions at the exit to the chicane, the second time ploughing backwards into the lap tower much to the consternation of the officials.

Chris Choat in an FVA-engined Brabham BT30 looked an easy winner on paper for the libre race but had his work cut out to hold off Steve Jeffries' Merlin Scholar and Robert Goodwin's Alexis Mk 15.

ANDY WRIGHT

Formula 1200, race A (13 laps): 1. Angelo Farina (Farina Dizor) 10 m 29.3 s, 2. Ron Sadler (Centaur Mk 8) 10 m 31.2 s, 3. Mick Roberts (Navajo Mk 11B) 10 m 31.7 s. Fastest lap: Farina 10 m 29.4 s, 2. 29.11 mph.

Modified Sports Cars and Clubmans 1200 cc and over (15 laps): 1. Richard Green (Hustler CF 3A) 10 m 27.3 s, 2. 45.28 mph, 2. Ian Bax (U2 Mk 8B) 10 m 29.8 s, 3. David Jackson (Escort TC) 10 m 31.2 s. Fastest lap: Barry Smith (Messer Mk III) 10 m 29.45 mph.

Formula 4/5 (laps): 1. Ferguson Tait (Chevron B15/17) 10 m 34.1 s, 2. John Webb (Chevron B9) 10 m 37.1 s, 3. Maurice Ogier (Brabham BT 28) 10 m 39.8 s. Fastest lap: Tait 10 m 34.45 mph.

Formula 1200, race B (13 laps): 1. Michael Roberts (Navajo Mk 11B) 10 m 27.8 s, 2. Dale Groombridge (Centaur Mk 8) 10 m 28.5 s, 3. Paul Webb (Delapena Mk 1) 10 m 34.2 s. Fastest lap: Webb 10 m 29.0 mph.

Formula Ford (13 laps): 1. Glenn Eagling (Lotus 61) 10 m 42.4 s, 2. 91.1 mph, 2. Chris Axford (Messer Mk 11B) 10 m 45.5 s, 3. Robert Goodwin (Navajo Mk 11B) 10 m 47.3 s. Fastest lap: Eagling 10 m 42.4 mph.

Special Saloon Cars (13 laps): 1. Ian Bax (U2 Mk 8B) 10 m 26.6 s, 2. 59.5 mph, 2. Jeff Ward (Imp) 10 m 27.8 s, 3. Graham Tait (Chevron B15/17) 10 m 28.4 s.

Up to 1000 cc class: 1. Ward 10 m 26.6 s, 2. Bob Groombridge (Navajo Mk 11B) 10 m 27.8 s, 3. John Stanley (Navajo Mk 11B) 10 m 28.4 s. Fastest lap: Ward 10 m 26.37 mph (record).

1000 cc and over: 1. Ward 10 m 26.6 s, 2. 77.75 mph, 3. 74.25 mph, 4. 72.25 mph. Fastest lap: 1. Cox 10200 CTC 10 m 29.4 s, 2. 93.75 mph.

Formula 1200, race C (13 laps): 1. Michael Taylor (Tetra-nychus Telarius Mk III) 10 m 37.0 s, 2. 85.52 mph, 2. Terry Horrocks (Focus) 10 m 37.2 s, 3. 82.12 mph, 4. 82.10 mph, 5. 80.10 mph, 6. 79.70 mph.

Fastest lap: Taylor 10 m 37.2 s, 2. 85.78 mph.

Formula Libre Race (13 laps): 1. Christopher Choat (B15/17) 10 m 39.8 s, 2. Steve Jeffries (Merlin Scholar) 10 m 39.3 s, 3. Robert Goodwin (Navajo Mk 11B) 10 m 37.4 s. Fastest lap: Choat, 10 m 37.3 mph.

The special saloon car race should have

News . . .

● For the second year running, the Lightning Trophy Rally was won by Keith Watkinson/Jeff Smith (Thomas Motors of Blackpool Mexico). Second, by just one minute, after a phenomenally quick second half run were Geoff Whittaker/Mrs Mary Capstick in a 998 Imp. Starting from the Portion M6 Services the over-subscribed entry of 90 contained most of the local "notables" although some strange seedlings were evident. The first half of the event was mainly confined to sheet 94 and was somewhat slackly timed, even the Trough of Bowland being cleaned by all the leading experts despite the antics of the "cowboy element" who must have undone much of the excellent PRO work done by LMSC.

1. K. Watkinson/J. Smith (Mexico) 10 m 2. G. Whittaker/Mrs M. Capstick (Imp) 10 m 3. Cyril Boon S. Bye (Minit) 10 m 4. L. Cottrell M. Capstick (Escort Sport) 10 m 5. S. P. Hemmings Jackson (Escort 1600) 10 m 6. R. Mapple P. Ward (Escort TC) 10 m 7. Steve Jeffries (Dodge/Mazda) 10 m 8. Novice D. Knops/C. Jenson (VW Mini) 10 m

● Bristol rally driver A. Butt and his Gillingham, Dorset, navigator D. Thomas won the Easter MC's Rally of the Moors last weekend in their Escort TC. On the 180 mile event which included two selectives in the second half they dropped 10 m 24 s to win by almost 4 m. Butt and Thomas were in the lead for most of the event for one of the favourites and current championship leader in the South Western series Bob Davis and Neil Arnold retired their Escort RS 1600 in the middle of the night when Arnold suffered travel sickness.

The selectives decided second and third spots and here J. Heyes/M. Barber in their Escort TC finished 4 m 29 s a ahead of T. Nicholas/T. Green in a similar car. 1. A. Butt/D. Thomas (Escort TC) 10 m 24 s, 2. J. Heyes/M. Barber (Escort TC) 10 m 29 s, 3. T. Nicholas/T. Green (Escort TC) 10 m 33 s, 4. C. Read/R. Green (1600 TC) 10 m 34 s, 5. J. Chapman/M. Jones (Mexico) 10 m 34 s, 6. A. Codenough/Jeffries (VW 1400) 10 m 44 s.

● With over £200 in prize money, this Sunday's Curborough sprint organised by the Shenstone & DCC should provide plenty of close competition with Roy Lane's McLaren heading the entry list. The meeting starts at 2 pm.

● Drag racing fans have their big weekend at Santa Pod this Saturday and Sunday. It's the big International European Grand Prix drag meeting where all the season long battles will be renewed with a vengeance. The action starts around 1.30 pm on both days.

● Another round in the Castrol/BARC Hillclimb Championship takes place at the Welsh venue of Pontypool this Sunday. Organised by the South Wales centre of the BARC, it starts at 2.15 pm.

● Neil Dineen was an unhappy man at Cadwell on Sunday. The joint overall leader of the MCD championship found himself as a reserve when the entries were published, for rather than wait until the closing date before accepting entries, the Northern centre of the BRSCC accepted them as they came in. On objecting to his exclusion from the entry, Dineen was assured of a race, and duly set off for Cadwell with a borrowed car to continue his championship bid.

On attempting to practise, he was told there were too many cars on the circuit already and was asked to wait. Arrangement was then made for all reserves to race with one of the production saloon car rounds which seemed a good idea, except that Dineen and other reserves still wouldn't be in a championship race. Dineen then secured the agreement of all other 850 competitors to race in the one race with production saloons, allowing other special saloon reserves to race with their classes. This arrangement was allegedly scuppered by a championship rival and Dineen went home disgusted, and rather broke.

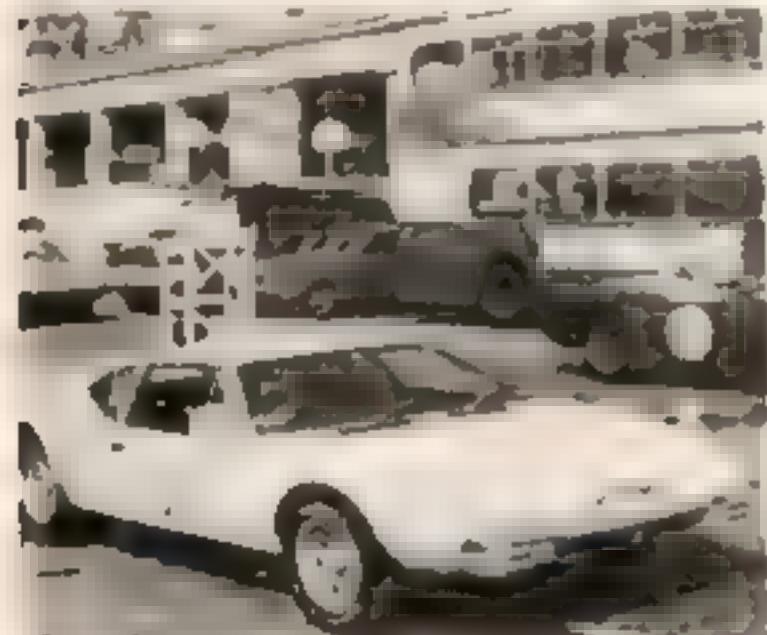
Sports extra

BRIGHTON

Varied entry

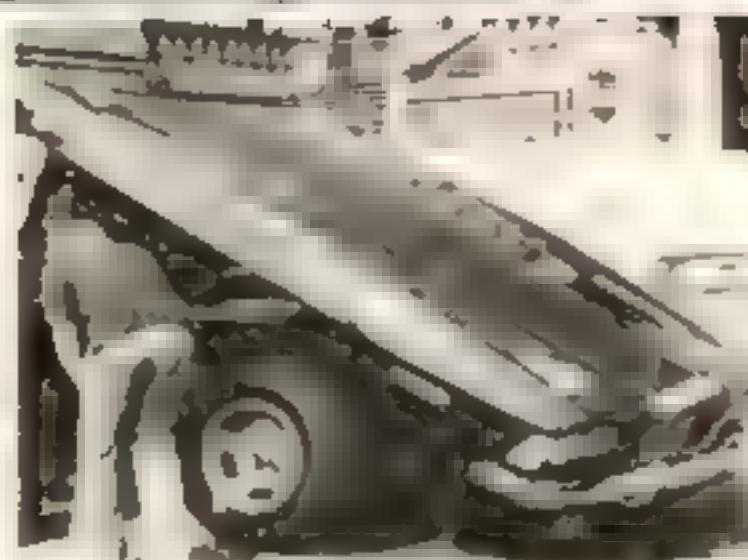
The old ladies on Brighton seafront closed their curtains to the howl of overrevved vee 12s and the screech of burning rubber as the Speed Trials got underway again this year. A beautiful September day brought out thousands to watch everything from 27 litres of Merlin-powered Rolls-Royce to 125 cc of Yamaha, from 1928 Bentley to brand new Ferrari Dino hammering down the measured kilo of Marine Drive.

Practice runs ended at 11.30 and after a short delay while an unentered dog took the kilo in a shade under four minutes proceedings got underway. The first two away in the Brighton and Hove handicap class, in DUP 3 and 3 DUF, Escort and Stag respectively, were Mr and Mrs Johnston, followed sedately by Baker's 8½ litre Bentley. Most popular car in this event was of course Dodd's massive 27 litre Rolls which left a cloud of black smoke while turning over the kilo in just over 26 s on this run.



Sedate start for Holmes' Pantera.

The following three events saw some immaculately finished production cars, especially Clarke's Mini. Contrasting this was Dodd's second car which is quite possibly the most battered standard Rolls-Royce on the road today. Cliff Miller's Escort 1600 made a



A large bonnet for the 27-litre Merlin powered Rolls-Royce.

very good time of 26.02 s over the course. Highlights of the GT heats were the lovely Miss Shore in her 4.7 litre Cobra and the Tillers in their Allard, which appeared to be having some difficulty holding a straight course thanks to its astounding acceleration.

The standing kilo time was dropping below 23 seconds—Danny's GT 40 in a spectacular 22.5 s—as we got to the racing car stage. Wes Hardman, true gentleman that he is, allowed his wife to take his run in this event in the "shopping car"—a brand new Porsche 911T—and considering she still had the shopping in the back, made a very respectable get-

The motorbikes proved a spectacular penultimate event with Alan Clarke's 500 Triumph Twin crossing the line at 20.79 s. Production bikes were beautifully turned out, Rob Geary presenting a good time on his Triumph Tiger 120, and Andy Firth certainly knocking the four wheelers for six on his Kawasaki 750.

Final event of the day was the one for which the crowds had been waiting—the dragsters. Bishop's tiny minivan packing a mighty 3.8 Jag engine was unable to perform to its full capacity owing to weak belt shafts while the Custom Car Ford had drive problems. Quartermaster's Mr Six, after its 50 mph push start and a spectacular bleach out, took the quarter mile in 7.69 s at a terminal speed of somewhere around 200 mph, having left the ground four times en route!

Nothing being left to follow this earsplitting event, the sunburned and weary crowds quietly left for their respective homes.

SODC TRIAL

Dellows 1-2

The non-championship Sporting Owner Drivers Club two-day production car trial at Great Brickhill last weekend was won by Nigel Brown in his Dellow who dropped a total of 12 marks on the 82 sections to defeat fellow Dellow owner Mark Hayward by a handsome 22 marks.

The event attracted 57 entries and the field tackled 12 sections on Saturday and 40 the following day. On the first day Brown built a commanding lead dropping six marks only to Hayward's 33 marks and he put in another first class performance on the Sunday. Hayward, with only a mediocre start for a total of 33 marks, improved considerably on the remainder of the event as his 11 marks second half total showed. The only other competitor in this class was Don Hobbs with his Midget who totalled 64 marks which was good by comparison.

There was a strong Midland contingent competing in the front-engine FWD class where Geoff Spencer had to work really hard for his class win in which he beat one of the strongest of the southern competitors John Young by a single mark.

Spencer (Cooper S) started badly and was only third equal on 30 pts on Saturday night. Young leading in his Cooper S on 24 marks while young Ian Hodgson, also from the Midlands, was performing wonders with his 1275 GT to be on 27 marks. Things got even worse for Spencer before they got better on Sunday for at lunch he was 17 marks adrift of Young who was all but home and dry. Spencer pulled out all the stops in the afternoon and by cleaning one particular section—the only driver to do so—he scraped home to a narrow victory. Young, on 95 marks, finished nine ahead of Brian Midgley in his 1275 GT while Hodgson fell from grace somewhat for a 142 marks total but still best novice.

Second Midlands class victory went to Dave Sister in his Anglia Estate. Leading a class of only seven from the start he extended an initial six marks lead to a resounding 38 marks with Dave Smith (Popular) second on 109 marks and Roger Lee (Anglia) a long way behind in third. The rear engined class went to the Mid-Surrey member Dave Carr in his Imp Sport on 33 marks who had the second lowest total on the event. His son Robert, in the same car, finished 12 marks behind in second and C. Morrell (Imp) took third with a 51 marks total.

Overall 1st Nigel Brown (Dellow) 32 marks on Class winners; 2nd Geoff Spencer (Cooper S) 94 marks; 3rd D. Sister (Anglia Estate) 71 marks; 4th M. Hayward (Dellow) 44 marks; 5th D. Carr (Imp) 33 marks; 6th D. Hobbs (Midget) 64 marks; 7th Ian Hodgson (1275 GT) 142 marks.

CASTROL AUTOTEST

It's Smith again

On a day when marker bushing seemed to be the vogue—and this included most of the top men—Trevor Smith put up yet another 8TD and Phil Darbyshire enhanced his chances of winning the Mid class overall at the Loughborough CC's round of the Castrol/BT&RDA Autotest Championship organised on a large car park at Rolls-Royce, Derby, last Sunday.

Smith, in his Sprite, again swept the opposition aside with consummate ease to win in 665.9 s for the 16 heats while Darbyshire (1275 GT) finished second overall and an easy winner of his class on 895.0 s, despite collecting a penalty. Darbyshire now has a two point lead over John Larkin who finished second in the ex-George Holland 1275 GT which he has just purchased. Larkin's time of 718.3 s including two penalties, the same as Stuart Taylor (1275 GT) who was third on 738.3 s.

After being in contention early on in this class Roger Fripp retired his Mini with transmission problems at about half distance but Peter Bellance in a similar car, struggled manfully to take fourth despite the handicap of a couple of broken toes sustained the day before.

The small capacity sports class went to Dick Squire's Sprite on 720.4 s, streets ahead of Ray Webb's smaller engined Sprite and the bigger capacity class was cleaned up by the supercharged Sprite of Cliff Robinson who returned 708.3 s to beat Len Gibson (Sprite), by 28 s. David Teale (Mini) collected more valuable points towards a class win in the Silver Star championship when he beat Malcolm Clark (Mini) by 17 s which included one penalty.

The big saloon class produced yet another win for Peter Noad in the VW who beat Tony Hunt (Mexico) by 17 s despite the pair of them collecting penalties but poor John Calton (Mexico) had a shocking time collecting four penalties on his way to a disappointing third.

In the RAC Championship Smith leads with 90 pts, Noad is second on 87 pts, Hunt has 78 pts and Darbyshire and Larkin are jointly in fourth place on 73 pts.

8TD: 1. T. Smith (Sprite) 665.9 s; Class winners: 1. D. Squire (1275 GT) 720.4 s; 2. P. Darbyshire (1275 GT) 895.0 s; 3. D. Squire (Sprite) 720.4 s; 4. C. Robinson (Sprite) 708.3 s; 5. P. Teale (Mini) 722.3 s.

• The best racing of the season so far—this was the verdict after Bank Holiday's Texaco sponsored meeting at Bishopscourt, Ireland's best circuit was favoured with ideal weather, a good entry, a new outright circuit lap record, several class lap records and some very close finishes. John Pollock had a superb win in the libre race in what was the oldest car with the least powerful engine in the field. Pollock's effort earned him the Shaw Tyre Trophy for the Driver of the Day.

• Class winners: Cars (10 laps): 1. Mike Martin (Jag) 14 m 25.8 s; 2. Herd McGarry (Jag) 15.0 s; 3. Maurice Stirling (Jag) 15.5 s; 4. Eddie Lap (Morris) 14 m 24.0 s, 91.43 mph. Minis (10 laps): 1. Miss Nugent (1.3 MG) 15 m 45.5 s; 2. Ian Tandy (1.3 MG) 15 m 50.4 s; 3. Robin Dorman (1.3 MG) 15 m 51.4 s; 4. Joe Carter (1.3 MG) 15 m 56.4 s; Fastest lap: Nugent 1 m 30.4 s, 84.74 mph. Group One Saloons (10 laps): 1. Derek Boyd (9.0 Ford) 18 m 33.8 s, 68.94 mph; 2. Adrian Boyd (9.0 Ford) 18 m 33.8 s; 3. Alan Tandy (Mexico) 18 m 36.4 s; 4. David Hamilton (Mexico) 18 m 41.4 s. Class winners: Open: Boyd (Tyndall) Gerry McGarry (Mexico); C. 1.5-litre: Jack Wilson (Herald) 2. Formula Ford (15 laps): 1. Jay Pollock (Cresta 25F) 22 m 29.0 s, 83.83 mph; 2. Paul Eastwood (Cresta 25F) 23 m 29.0 s; 3. Crawford Hartness (Lotus 69) 24 m 30.4 s; 4. Gary Gibson (Cresta 16F) 25 m 31.4 s. Fastest lap: Pollock 1 m 29.4 s, 83.84 mph (new class record). Special Saloons (10 laps): 1. Jackie Patterson (Frenzen-Coupe) 15 m 23.0 s, 84.61 mph; 2. Alan Poole (Escort 1.3) 15 m 25.4 s; 3. Robin Dorman (Cooper S) 16 m 17.4 s; 4. Sam Ball (Cooper S) 16 m 18.4 s. Class winners: Patterson (Poole), George Wadham (Poole). Fastest lap: Patterson and Poole, 1 m 28.4 s, 84.64 mph (new class record). Formula Libre (15 laps): 1. John Pollock (1.3 Ford) 87.30 (DF1) 9 m 02.8 s, 150.79 mph; 2. Tommy Reid (Graham) 87.30 (DF1) 9 m 03.2 s; 3. Nelson Todd (Cresta 2.0 Ford) 10 m 23.1 s; 4. Paul McGarry (Chevy) 87.30 (DF1) 10 m 23.5 s. Fastest lap: Reid, 1 m 14.8 s, 102.66 mph (new circuit record).

LONG MARSTON

Conditions keep times down

The West Midlands got its first taste of drag racing on Sunday, with the fifth round of the RAC/Castrol championship held at Long Marston and, once again, the highlight of the meet was the Pro-Fuel battle between Skilton and Priddle, with the added threat of Roland Pratt in the Accies and Pollock car. As has been the case at all previous rounds bar Silverstone, the traction left a lot to be desired, and this, coupled with a rather bumpy and dusty (despite sweeping) surface, kept the times down all round.

Skilton was first out to qualify—went up in smoke initially, took it easy, then got moving to clock a good 7.8s at 180 mph as he got the hang of the surface. Roly Pratt had been out just prior to this, but split the blower belt on the burn-out, the funny thing being that half of it stayed on and continued to drive the blower, whilst Mike Derry waved the other half in front of the puzzled driver, whose eng he was still sounding as strong as ever behind him! No one can't recall having a belt break in this fashion before, but after shutting off, a new belt was soon fitted, and this time it stayed on as Roly blasted through in 8.27s at 179 mph, followed shortly by Dennis Priddle, fresh from the Brighton speed trials with the 208 car to a very smoky 8.27s, shutting off and coasting to a mere 130 mph.

The first round of the "round-robin" competition pitted the big two against each other again, with Dennis out for revenge. But again it was Clive out first with a perfectly judged start, Dennis again smoking wildly up the strip after him, and possibly having the worst of the bumps. But even so, it was perhaps significant that the rear-engined car made better use of the available grip to record an impressive 7.2s at 208 mph to Priddle's 8.2s. Next time out, Dennis faced Roland, and judged his start better with another smoky 7.9s at 184 mph as Roland came after him with a quicker 7.8s at 187 mph, but catching up just too late. Rounding out the day's event, the two rear-engined cars faced each other again, with Roland again pulling off the surprise of the meet by beating the more experienced Skilton with a classic example of the "hole-shot", nearly four tenths slower at 7.69s/180 mph to 7.35s/208 mph, but away at the all important start first. But with Clive having consistently been fastest, and having recorded lowest ET of the day, the



Skilton (nearest camera) and Pratt were closely matched on the bumpy Long Marston course

overall win went to him, despite each of the three having won a round.

The rest of the action in the Top dragster field was really very good, again with times a bit off the usual pace, but some very close and thrilling races amongst the growing numbers of injected V8s, plus of course John Whitmore and the blown 1300 BMC car. After Roy Prior, Derek Benbow and Mike Freulein in the fabulous sounding F3000 engined "Topolino" rail had fallen, Ray Hoare and Whitmore came into the final together yet again, and this time it was Ray Hoare's turn to win as he got the 302 Chevy really wound up to a 189 mph run in 9.53s to Whitmore's 10.1s at 118 mph—way off his best time.

Similarly running well was the Senior Comp class, with Rob Spence taking the injected 302 Avenger through to beat Neil England's rather sick sounding "Hustler" after England had pipped Dick Sharpe's Pontiac/A35. Spence's winning time was a creditable 11.4s at 123 mph. The two big funnels of Shaver and Churchill both had considerable trouble with the track, and after qualifying and three runs against each other, it was only on the last run that Shaver was able to get back into the nines as he got the car going in the right direction to a 9.98s at 132 mph, Churchill having trouble and running in the 11-12s range each time.

Pro Stock had four entries, the biggest surprise being the appearance of Kevin Pilling in Pete Bennet's new Nova. Pilling had found his rear end trouble to be even worse than at first obvious at the previous meeting, and judging from the state of the pinion gear he was displaying proudly in the pits, he had been lucky to get anywhere with it. Meanwhile, Bennet broke a rod whilst warming the car up a couple of days before the meeting, so collecting various parts from the two cars, they turned up with a "bitsa" to run.

Goggin had fitted an air dam at the front of his Camaro to aid stability at the high speeds the car is now hitting, whilst Dickson was in the same trim as before. Fourth car was Mike Aitken's Capri Chev, but this ran all its bearings after about two minutes on a new block, so retired.

Goggin was then fastest qualifier at 11.44s, followed by Dickson at 12.3s, both having shut down at least once on the slippery track. Pilling's first run collected a dozen marker cones in around 19s, his second was down to 12.9s in the unfamiliar car, then the auto gearbox lost drive in the return road, leaving just the two Camaros to race. For some reason, these seemed to be forgotten for most of the afternoon until, at the last minute, they had to do three runs to decide a winner. The first time out, Gary was out first, looked like losing it at one point, but got straight and went through at 129 mph in 12.1s, whilst Tony trailed at 12.3s, 118 mph. But on the second run, a few minutes later as both drivers worked to cool down their cars and make a few adjustments, the situation was reversed as Dickson left first and kept it all the way with an 11.7s at 127 mph to 12.1s/131 mph as Goggin tried to catch up. By this time, Dickson's car was very hot, and had again developed a miss that needed a plug change before the last run. Goggin waited while this was done, then the two tossed for the choice of lane, with Dickson winning the slightly better one. On the green, the two cars moved as one, but Dickson's faltered and lost a car length, but even so, it was one of the best races as Goggin just made it with an 11.2s at 132 mph. Dickson returning his best ever at 11.27s at 130 mph. This was NDRC's best this year in terms of running and action, and the final back at Blackbushe on the 30th September should benefit from the experience gained so far.

BRANDS RESULTS...

Brands Cup Formula Ford Trophy race (16 laps): 1. Alan Wicks, Mervyn Peter, Mo. 1.7s, 9 m 1.0s, 83.00 mph; 2. Peter White, Mo. 1.7s, 9 m 1.2s, 83.00 mph; 3. Peter Angwin, ED4, Mo. 1.7s, 9 m 1.2s, 83.00 mph; 4. Jeremy Sumner, Mo. 1.7s, 9 m 1.2s, 83.00 mph; 5. Barry Horne, Mo. 1.7s, 9 m 1.2s, 83.00 mph; 6. Alan Parker, Mo. 1.7s, 9 m 1.2s, 83.00 mph; 7. Alan Parker, Mo. 1.7s, 9 m 1.2s, 83.00 mph; 8. Alan Parker, Mo. 1.7s, 9 m 1.2s, 83.00 mph; 9. Alan Parker, Mo. 1.7s, 9 m 1.2s, 83.00 mph; 10. Alan Parker, Mo. 1.7s, 9 m 1.2s, 83.00 mph; 11. Alan Parker, Mo. 1.7s, 9 m 1.2s, 83.00 mph; 12. Alan Parker, Mo. 1.7s, 9 m 1.2s, 83.00 mph; 13. Alan Parker, Mo. 1.7s, 9 m 1.2s, 83.00 mph; 14. Alan Parker, Mo. 1.7s, 9 m 1.2s, 83.00 mph; 15. Alan Parker, Mo. 1.7s, 9 m 1.2s, 83.00 mph; 16. Alan Parker, Mo. 1.7s, 9 m 1.2s, 83.00 mph; 17. Alan Parker, Mo. 1.7s, 9 m 1.2s, 83.00 mph; 18. Alan Parker, Mo. 1.7s, 9 m 1.2s, 83.00 mph; 19. Alan Parker, Mo. 1.7s, 9 m 1.2s, 83.00 mph; 20. 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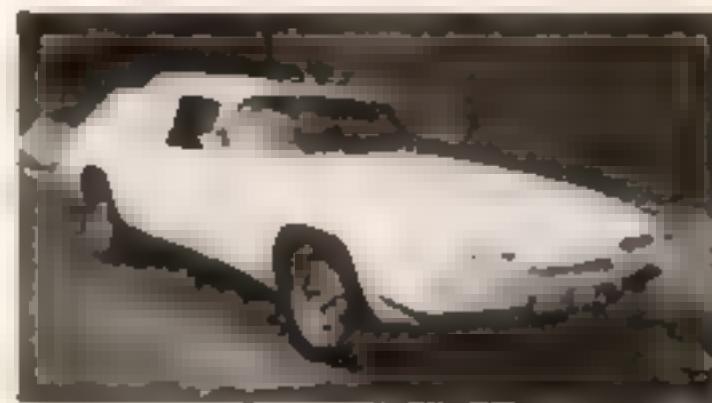
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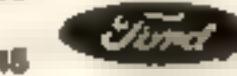
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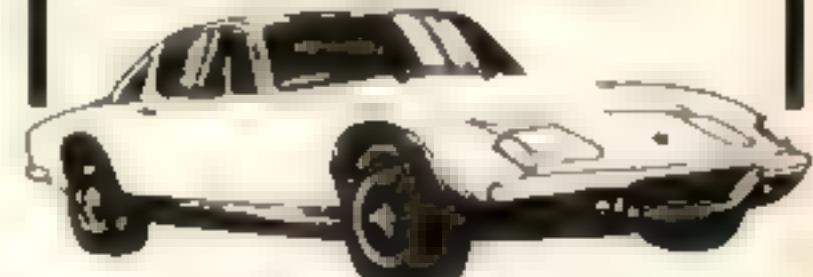
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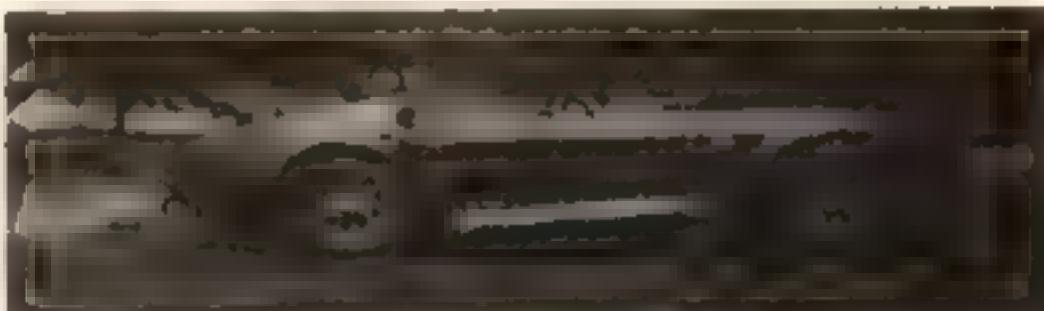
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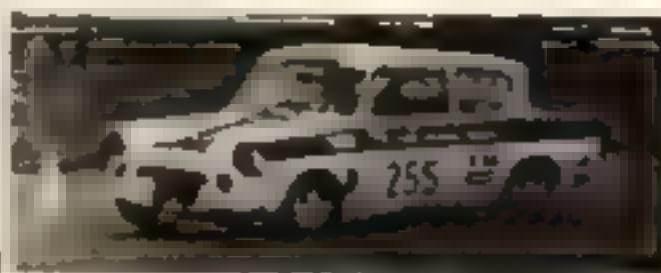
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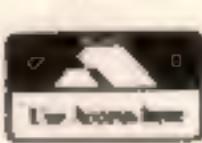
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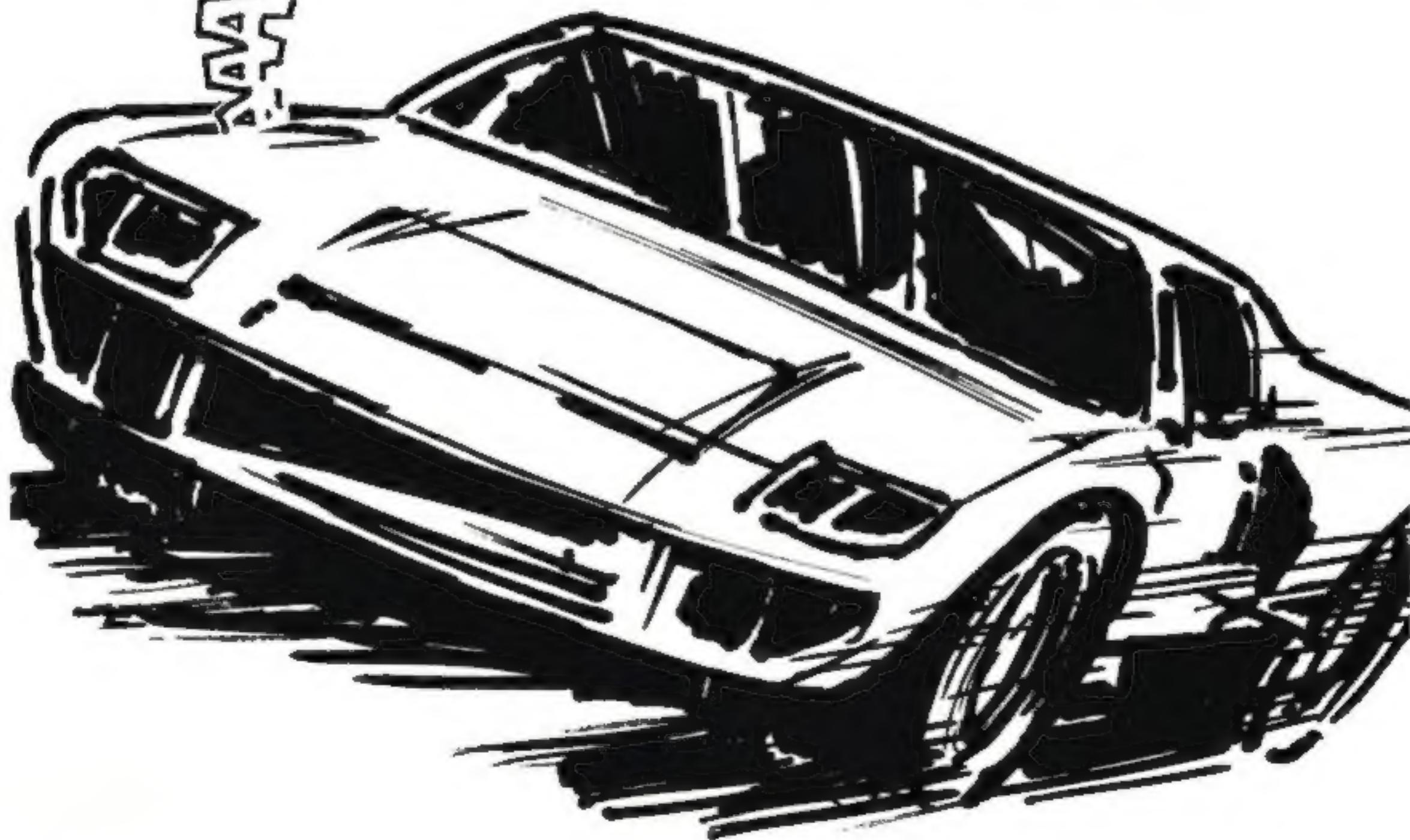
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